Admirals Row Plaza
Draft Scope of Analyses for an Environmental Impact Statement

A. PROJECT DESCRIPTION

INTRODUCTION

The Brooklyn Navy Yard Development Corporation (BNYDC) is proposing a mixed-use development project called Admirals Row Plaza (the "proposed project") on a 6.07-acre site at the corner of Navy Street and Flushing Avenue in the Borough of Brooklyn, Block 2023, Lot 50 (see Figure 1). A principle objective of the proposed project is the siting of a full-service supermarket to serve neighborhood residents, in an area that is underserved by grocery stores carrying fresh food. BNYDC also seeks to further its core mission of providing light industrial space for small businesses. The project would also provide for the renovation or reconstruction and adaptive reuse of two historic structures.

The proposed project, which is expected to be constructed and operational by 2014, would be developed by BNYDC's developer partner, PA Development. It would contain approximately 270,000 total square feet of development, including a supermarket of approximately 60,000 square feet, approximately 76,000 square feet of retail ranging from small local stores to destination retailers, approximately 7,000 square feet of community facility/non-profit office space, approximately 126,000 square feet of light industrial space, and approximately 1,000 square feet of enclosed bicycle parking space. In addition, approximately 300 accessory parking spaces would be provided in a surface lot. The light industrial space would be developed above the supermarket and would have a separate entrance from inside the Brooklyn Navy Yard industrial park, which borders the project site. Parking for the new light industrial space would be provided in existing parking areas inside the industrial park. On grade parking accessed from both Flushing Avenue and Navy Street will be provided on the project site for the retail and community facility/non-profit office uses. Accessory signage for the proposed uses would be developed within the parameters generally allowed for M1 zoning districts. Development would incorporate both new construction and renovation or reconstruction of two existing historic structures, known as Building B and the Timber Shed (see Figure 2).[1] In total, three new buildings would be developed, ranging in height from approximately 32 to 92 feet (see Figure 3). The new development would be compliant with New York City Local Law 86 of 2005 and would be designed to meet the standards for LEED Silver Certification by the U.S. Green Building Council. Work on the two existing historic structures would meet the Secretary of the Interior's Standards for the Treatment of Historic Properties. The proposed project would result in the demolition of the remainder of the existing structures located on the project site.

[1] The National Guard Bureau has recently indicated to the Section 106 consulting parties that the future of the Timber Shed remains under discussion.

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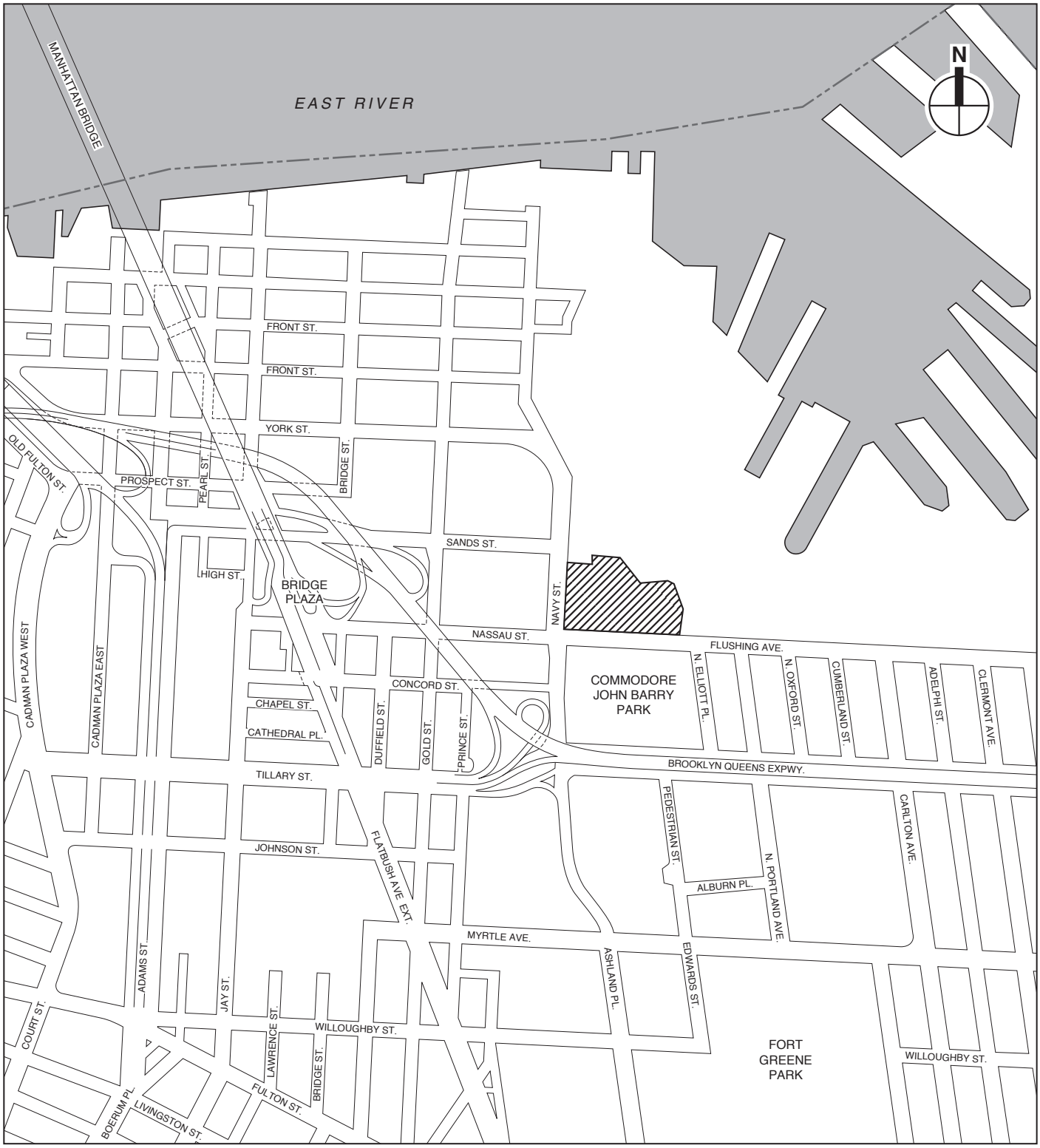

ADMIRALS ROW PLAZA

Project Location
Figure 1

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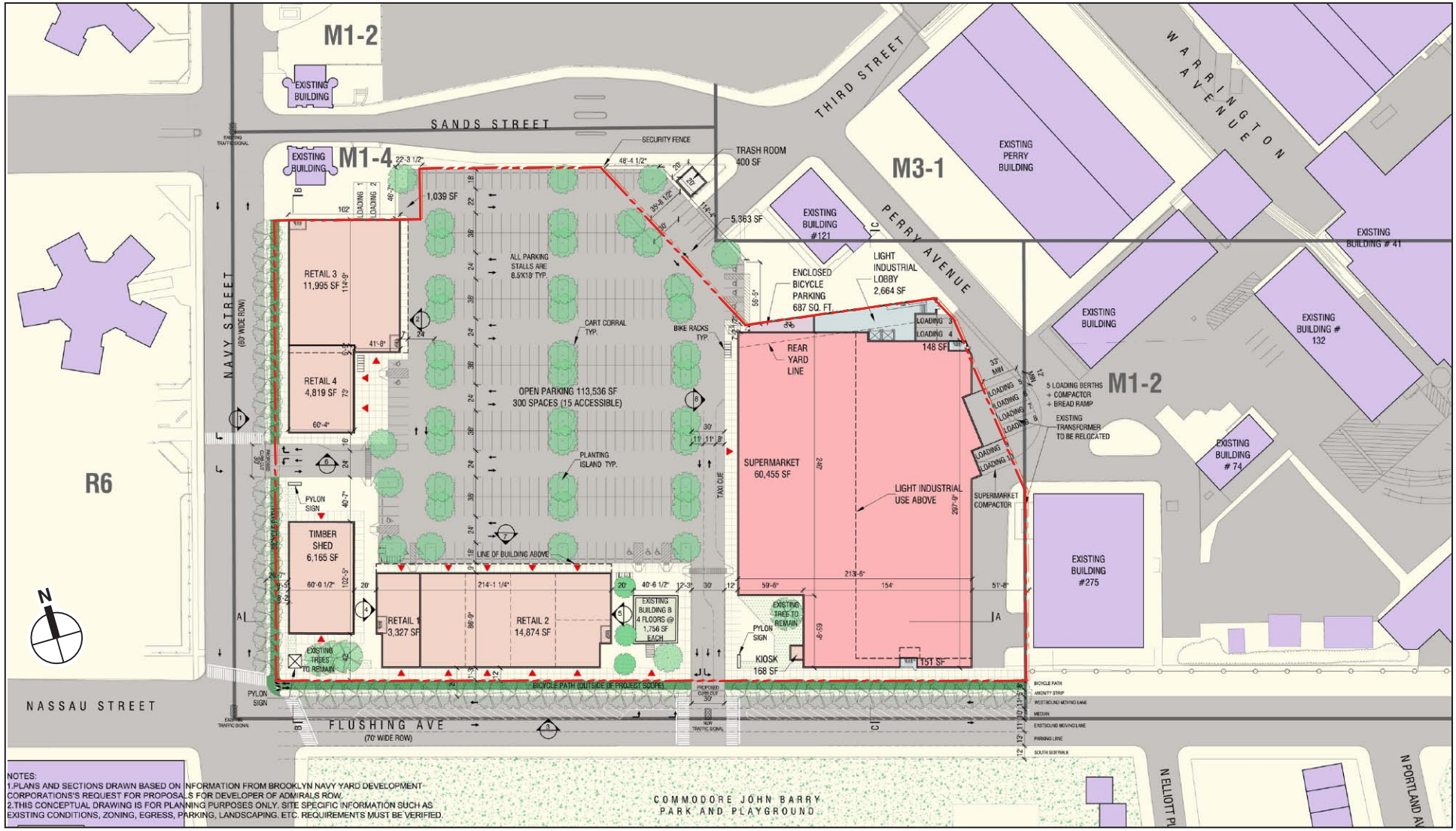

Project Site Boundary

0 100 200 FEET

SCALE

Preliminary Site Plan

Figure 2

ADMIRALS ROW PLAZA

Source: Greenburg Farrow

Illustrative View of Proposed Project
Figure 3

The project site is currently owned and controlled by the United States Department of the Army– The National Guard Bureau (NGB), which proposes to sell it to the City of New York in accordance with Congressional authorization under Public Law 100-202. The City would in turn lease the site to BNYDC to facilitate the proposed project. Beginning in 2007, the NGB has led a National Historic Preservation Act Section 106 process in anticipation of disposition of the project site.

PROPOSED ACTIONS

The proposed project would require several City approvals. Some of these are discretionary actions requiring review under the City Environmental Quality Review (CEQR) process; others are ministerial and do not require environmental review. The discretionary actions required for the proposed project include:

- Acquisition of Admirals Row by the City of New York from the federal government;
- Lease of Admirals Row from the City of New York to BNYDC with approval of the Mayor and the Brooklyn Borough Board pursuant to City Charter Section 384(b)(4);
- Rezoning of the site from an M1-2 zoning district to an M1-4 zoning district (see Figure 4);
- Special Permit from the City Planning Commission (CPC) pursuant to ZR Section 74-922 to allow, in an M1 zoning district, up to three stores in excess of 10,000 square feet per establishment, including a food store and department store;
- Special permit from CPC pursuant to ZR Section 74-74, for a General Large-Scale Development (GLSD);
- Special permit from CPC pursuant to ZR Section 74-744, for modification of signage restrictions within a GLSD; and
- Special permit from CPC pursuant to ZR Section 74-53, for modification of the permitted size of an accessory group parking facility for a GLSD.

Disposition of the project site by the NGB to the City of New York is subject to separate review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966 (NHPA), as implemented by Federal regulations appearing at 36 Code of Federal Regulations (CFR) Part 800.

PURPOSE AND NEED FOR THE ACTION(S) AND APPROVAL(S)

A principle objective of the proposed project is the siting of a full-service supermarket to serve neighborhood residents, in an area that is underserved by grocery stores carrying fresh food. BNYDC also seeks to further its core mission of providing light industrial space for small businesses. The project would also provide for the renovation or reconstruction and adaptive reuse of two historic structures.

B. CITY ENVIRONMENTAL QUALITY REVIEW

The proposed actions trigger ULURP and require environmental review under the City Environmental Quality Review (CEQR) procedures. The Office of the Deputy Mayor for Economic Development (ODMED) is the CEQR lead agency for the proposed project. As described in the Environmental Assessment Statement (EAS), the proposed project may

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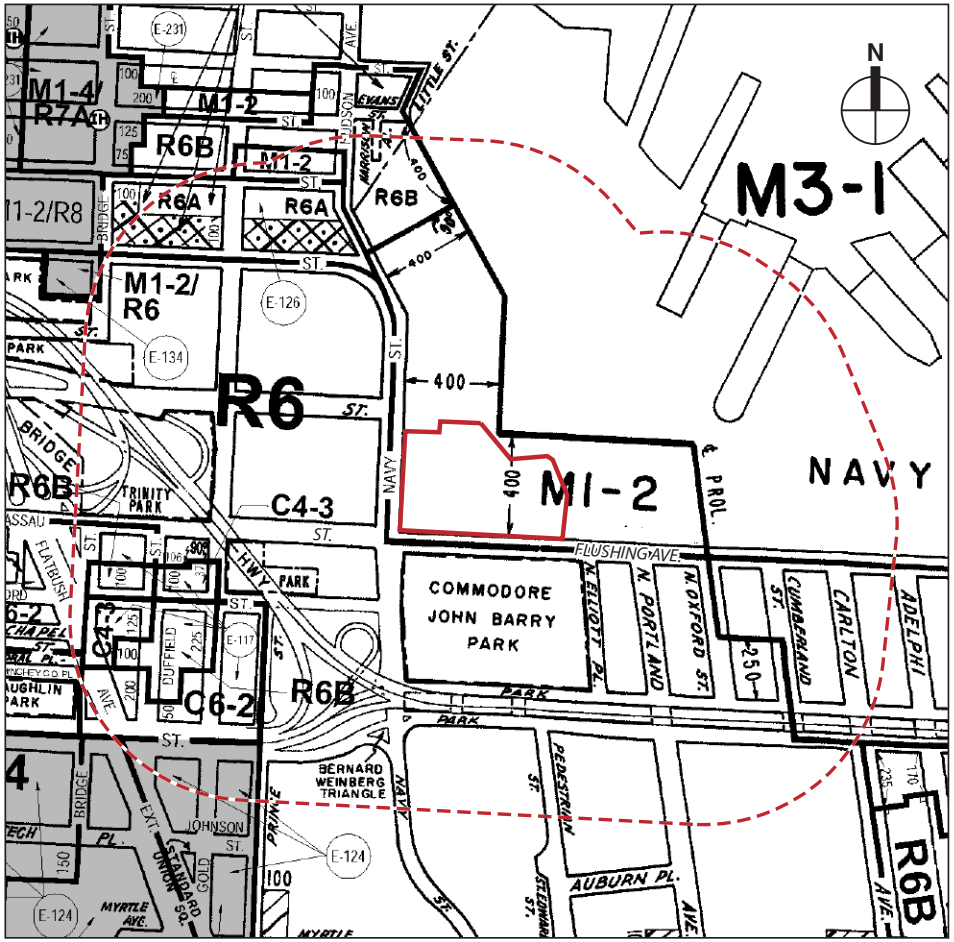
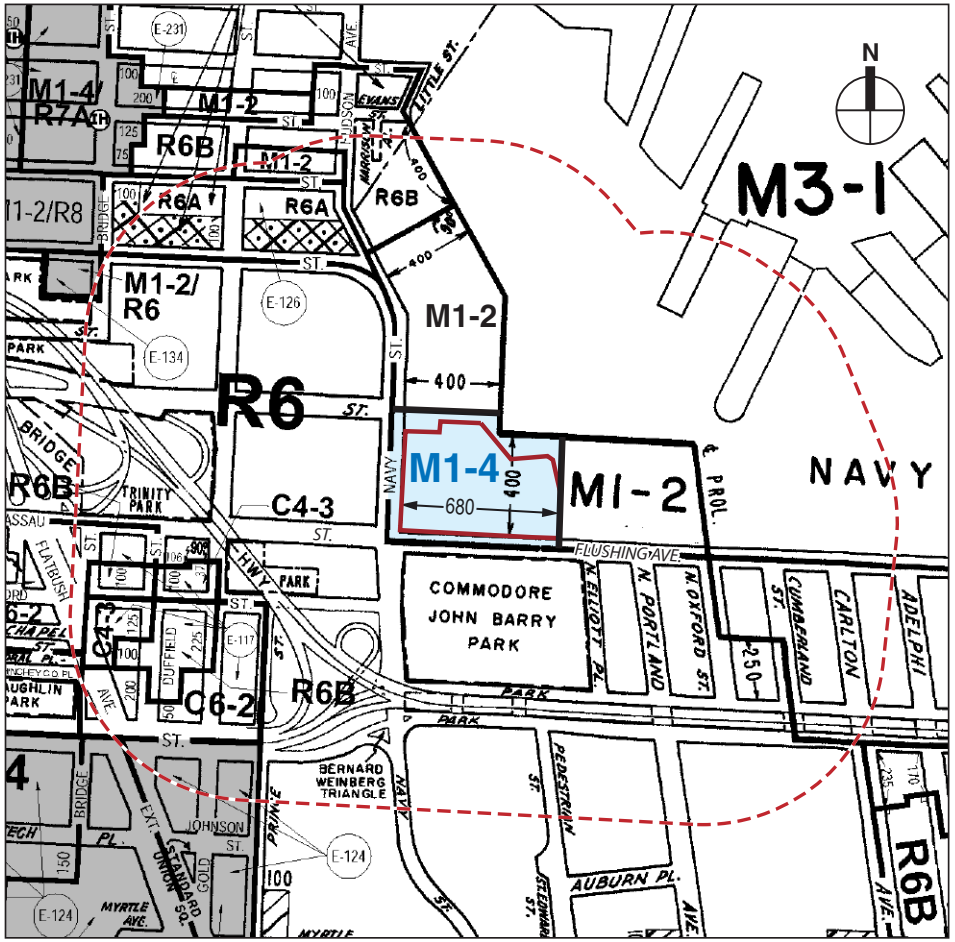


Existing



Proposed

Project Site

Study Area Boundary (1/4-Mile Perimeter)

Zoning District Boundary

C2-4 Overlay

Special Purpose District

Proposed Rezoning Area

0 400 800 FEET
SCALE

ADMIRALS ROW PLAZA

Existing and Proposed Zoning
Figure 4

potentially result in significant adverse environmental impacts, requiring that an Environmental Impact Statement (EIS) be prepared.

SCOPING

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the proposed action. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. During the period for scoping, those interested in reviewing the draft EIS scope may do so and give their comments in writing to the lead agency or at a public scoping meeting to be held on Tuesday, December 14, 2010 at 6:00 PM at Brooklyn Borough Hall, 209 Joralemon Street, 2nd Floor, Brooklyn, New York. Written comments will be accepted until 5:00 PM on Wednesday, January 5, 2010. The lead agency will oversee preparation of a final EIS scope, which incorporates all relevant comments made on the scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The DEIS will be prepared in accordance with the final Scope of Analyses for an EIS.

C. PROPOSED SCOPE OF THE ENVIRONMENTAL IMPACT STATEMENT

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will follow the guidance of the *CEQR Technical Manual*, dated May 2010.

The EIS will contain:

- A description of the proposed project and its environmental setting;
- A statement of the environmental impacts of the proposed project, including its short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the project is implemented;
- A discussion of reasonable alternatives to the proposed project;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the proposed project should it be implemented; and
- A description of mitigation proposed to minimize any significant adverse environmental impacts.

If approved, the proposed project is expected to be completed by 2014.

Based on the preliminary screening assessments outlined in the *CEQR Technical Manual* and detailed in the EAS, the following environmental areas would not require detailed analysis in the EIS: socioeconomic conditions, community facilities, urban design and visual resources, solid waste, energy, and greenhouse gas emissions.

The specific areas to be included in the EIS, as well as their respective tasks, are described below.

TASK 1: PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the project and sets the context in which to assess impacts. The chapter will contain a project identification (brief description and location of the proposed redevelopment of the Admirals Row site); the background and/or history of prior development proposals for the site; a statement of purpose and need for the proposed actions; a detailed description of the proposed actions necessary to achieve the project, a description of the development program and project siting and design; and a discussion of approvals required, procedures to be followed, and the role of the EIS in the process. The chapter is the key to understanding the proposed action.

The project description will consist of a discussion of key project elements, such as land use plans, site plans and elevations, access and circulation, and other project commitments. The section on required approvals will describe all discretionary actions required to develop the project.

The role of public agencies in the approval process will also be described. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to any other approval procedures will be described, including the federal government's land disposition process currently being undertaken by NGB.

TASK 2: LAND USE, ZONING, AND PUBLIC POLICY

The proposed project would redevelop the Admirals Row site with approximately 126,000 square feet of light industrial use; approximately 75,000 square feet of neighborhood-oriented retail; a large-format grocery store approximately 60,000 square feet in size; approximately 7,000 square feet of community facility/non-profit office space, and sufficient surface parking to support the proposed retail and community facility uses. The proposed project would require several discretionary actions, including: acquisition of Admirals Row by the City of New York from the federal government; lease of the site from the City to BNYDC; rezoning of the project site from an M1-2 zoning district to an M1-4 zoning district; and special permits to permit a food store and possibly a department store with no limitation on floor area, for a General Large-Scale Development (GLSD), and for modification of the permitted size of an accessory group parking facility for a GLSD.

This chapter of the EIS will consider the proposed project's effects in terms of land use compatibility and land use trends, as well as trends related to zoning and public policy. This assessment will also provide a baseline for other analyses in the EIS. The EIS will:

A. Provide a brief development history of the project site and surrounding area, including a discussion of previous proposals for the site and study area. Describe conditions on the project site, including existing conditions and the underlying zoning. Determine the study area (the area in which potential impacts could occur).

B. Describe predominant land use patterns in the study area, including a description of recent development trends.

C. Describe the existing zoning and recent zoning actions in the study area.

D. Describe the public policies that apply to the project site and the study area, including specific development projects and plans for public improvements. As part of the analysis of public policy, the proposed project's consistency with the Waterfront Revitalization Program (WRP) will be assessed since the project site is located within the state and city's

Coastal Zone. The analysis will assess, for those relevant policies identified on the project's WRP Consistency Assessment Form (provided as Appendix A to the EAS), the consistency of the project with the WRP policies. Specifically, the EIS will assess the project's consistency with WRP Policies 1.1, 4.2, 4.3, 5.2, 6, 7.2, 8, 9.1, and 10.

E. Prepare a list of future projects in the study area and describe how these projects might affect land use patterns and development trends in the study area in the future without the project. (Figure 5 and Table 1 below provide details on the No Build projects identified to date.) Also, identify pending zoning actions (including those associated with the proposed No Build projects) or other public policy actions that could affect land use patterns and trends in the study area in the future without the proposed project.

F. Assess impacts of the proposed project on land use and land use trends, zoning, and public policy.

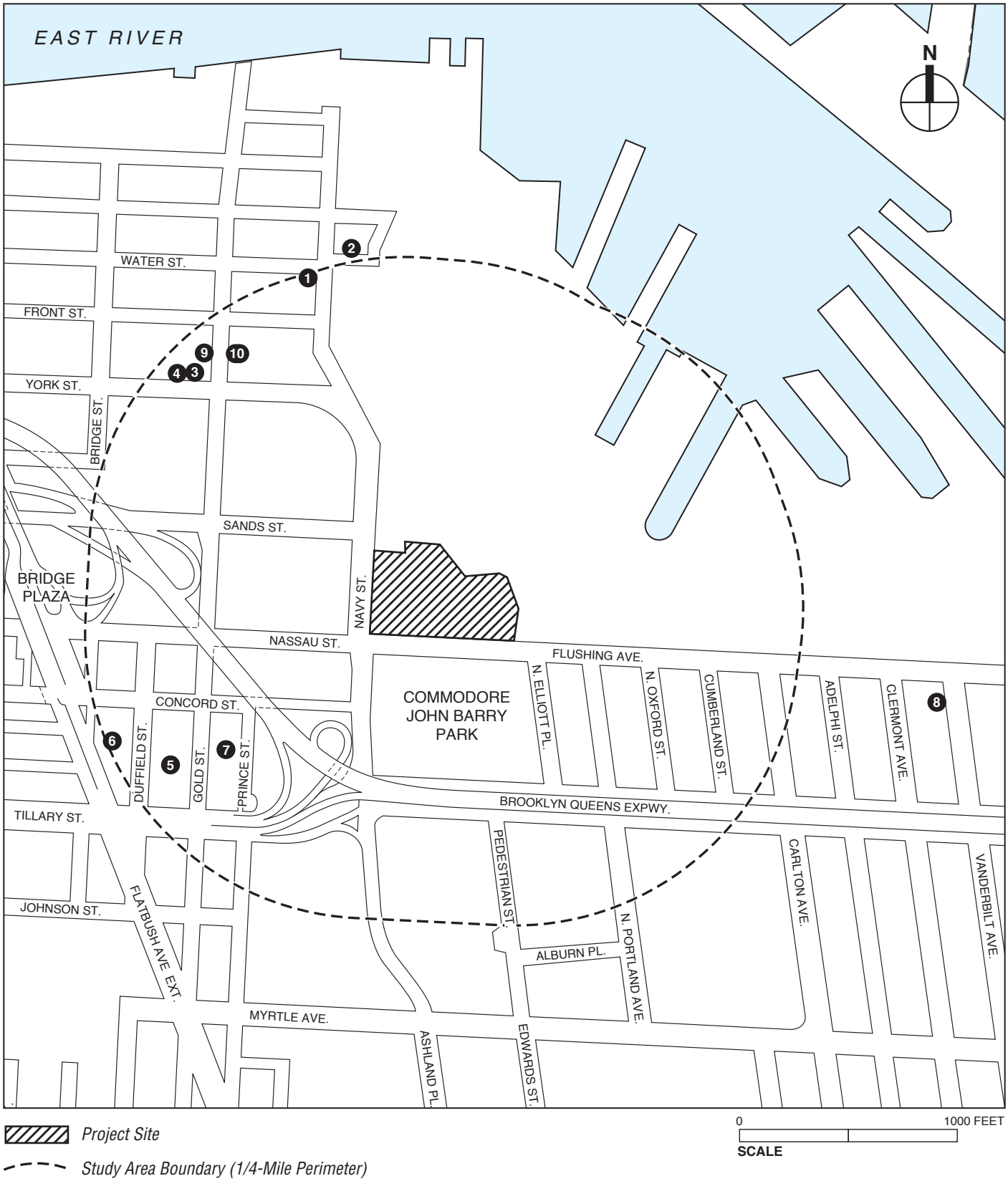
Table 1
No Build Projects

Map No.	Address	Block/Lot	Use	Build Date
1	70 Hudson Avenue	43/25	Conversion to 1-family residence w/ground floor café	2014
2	1 Evans Street	34/116	994 sf expansion of existing 2-family residence	2014
3	185 York Street	55/43	New 16-unit residential building w/3,000 sf medical facility, 5 spaces accessory parking	2014
4	181 York Street	55/45	New 10-unit residential building, 2 spaces accessory parking	2014
5	49 Duffield Street	121/12	New 7-unit residential building	2014
6	44 Duffield Street	120/36	New 8-unit residential building	2014
7	255/277 Gold Street	122/13	New 377-unit and 138-unit residential buildings, 178 spaces accessory parking, 50,000 sf retail	2010
8	Navy Brig Site	2033/1	New 460-unit residential building (65% affordable), 8,500 sf retail, 10,000 sf community facility	2014
9	109 Gold Street	56/2	New 33-unit residential building	2010
10	100 Gold Street	55/32	New 10-unit residential building	2010

Sources: AKRF field surveys July and September 2010, NYC DOB.

TASK 3: OPEN SPACE

Open space is defined as publicly or privately owned land that is publicly accessible and operates, functions, or is available for leisure, play, or sport, or set aside for the protection and/or enhancement of the natural environment. An analysis of open space is conducted to determine whether or not a proposed project would have direct effects resulting from the elimination or alteration of open space, and/or an indirect effects resulting from overtaxing available open space. According to the *CEQR Technical Manual*, an assessment of a project's potential direct effects may be appropriate if the project would result in a physical loss of public open space; change the use of an open space so that it no longer serves the same user population (*e.g.*, elimination of playground equipment); limit public access to an open space; or cause increased



ADMIRALS ROW PLAZA

No Build Projects
Figure 5

noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, whether on a permanent or temporary basis. Indirect effects may occur when the population generated by a project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. The population thresholds for CEQR assessment of indirect effects vary, depending upon the current adequacy of open space in the project's study area. Since the proposed project is located in an area that is not identified by the *CEQR Technical Manual* as either underserved or well-served, an open space assessment should be conducted if a proposed action is expected to generate more than 200 additional residents or 500 additional workers. The proposed project is anticipate to generate approximately 562 new employees, and thus would exceed this threshold. Therefore, a detailed open space analysis will be conducted. The proposed project's potential shadows impacts on public open space will be analyzed in the shadows task, as noted below.

The proposed project would not eliminate any existing open space. Therefore, the EIS will assess the proposed project's potential indirect effects on open space. As recommended in the *CEQR Technical Manual*, the study area will comprise all census tracts that have 50 percent of their area located within ¼ mile of the project area, adjusted for census tract boundaries.

Tasks for the open space analysis will include:

A. Prepare a demographic analysis of the study area's user population.

B. Inventory existing publicly accessible passive open space within the ¼-mile study area. The condition and use of existing facilities will be described based on the inventory.

C. Based on the existing user population and the inventory of existing open spaces, calculate the open space ratio and compare this ratio to City guidelines to assess adequacy.

D. Assess expected changes in future levels of open space supply and demand in 2014, based on other planned development projects within the study areas. Open space ratios will be developed for future conditions and compared with existing ratios to determine changes in future levels of adequacy.

E. Based on the population added by the proposed project, assess the potential effects on open space supply and demand. The assessment of impacts will be based on a comparison of open space ratios in the future without and with the proposed project.

TASK 4: SHADOWS

The *CEQR Technical Manual* requires a shadow assessment for proposed actions that would result in new structures, or additions to existing structures, greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. Such resources include publicly-accessible open spaces, important natural features, and historic resources with sun-sensitive features. Under CEQR, an adverse shadow impact may occur when the shadow caused by a proposed project: is cast on a publicly-accessible open space, important natural feature, or historic landscape or other historic resource (if the features rendering the significance of the resource are dependent on sunlight); and adversely affects its use and/or important landscaping and vegetation, or in the case of historic resources, obscures the details that make the resource significant. Shadows falling on streets and sidewalks or other buildings generally are not considered significant, nor are shadows occurring within an hour and one-half of sunrise or sunset.

The proposed development would result in at least one building taller than 50 feet, and the project site is adjacent to a publicly-accessible park, the Commodore John Barry Park. The project also involves and would be adjacent to historic resources. Therefore, a preliminary assessment will be conducted. The shadow assessment will be coordinated with the EIS analysis of open space and historic and cultural resources.

The preliminary screening assessment will include the following tasks:

A. Develop a base map illustrating the project site in relation to publicly-accessible open spaces, historic resources with sunlight-dependent features, and natural features in the area. The base map will include topographic information.

B. Perform a preliminary screening assessment to ascertain whether shadows from the proposed project could reach any sunlight-sensitive resources at any time of year

If the preliminary screening assessment cannot eliminate the possibility of new shadows reaching sunlight-sensitive resources, a detailed analysis will be performed. This will include the following tasks:

C. Develop a three-dimensional computer model of the elements of the base map developed in the preliminary assessment.

D. Develop a "worst-case" three-dimensional representation of the proposed project.

E. Develop three-dimensional representations of the No Action condition at the project site.

F. Determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the proposed actions on four representative days of the year.

G. Document the analysis with graphics comparing shadows resulting from the No Action condition with shadows resulting from the proposed project, with incremental shadow highlighted in a contrasting color.

H. Provide a summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.

I. Assess the significance of any shadow impacts on sunlight-sensitive resources.

TASK 5: HISTORIC AND CULTURAL RESOURCES

The project site has been determined eligible for listing on the State and National Registers of Historic Places as a historic district. The project site primarily consists of 10 mid-to-late 19th century naval officer residences (Buildings B, C, D, E, F, G, H, I, K and L) (see Figure 6). The site also contains other historic features, including the mid-19th century Timber Shed, and other, later, 20th century ancillary structures such as the detached garages, Quarters J, and Building 198 (for which their exists a Memorandum of Agreement [MOA] among the New York State Historic Preservation Office [SHPO] and NGB regarding its demolition), and brick walls and iron fences at the south and west perimeters of the site. Admirals Row has been unused since the 1970s. A number of the structures, including Building C, which partially collapsed in June 2009, and the Timber Shed, are in poor condition.

Consultation among the NGB, SHPO, Advisory Council on Historic Preservation, and consulting parties has been proceeding under Section 106 of the National Historic Preservation Act of 1966 with respect to the federal disposition of the site. Consultation is expected to result in the execution of an MOA among the NGB, SHPO, City of New York, and BNYDC, that will

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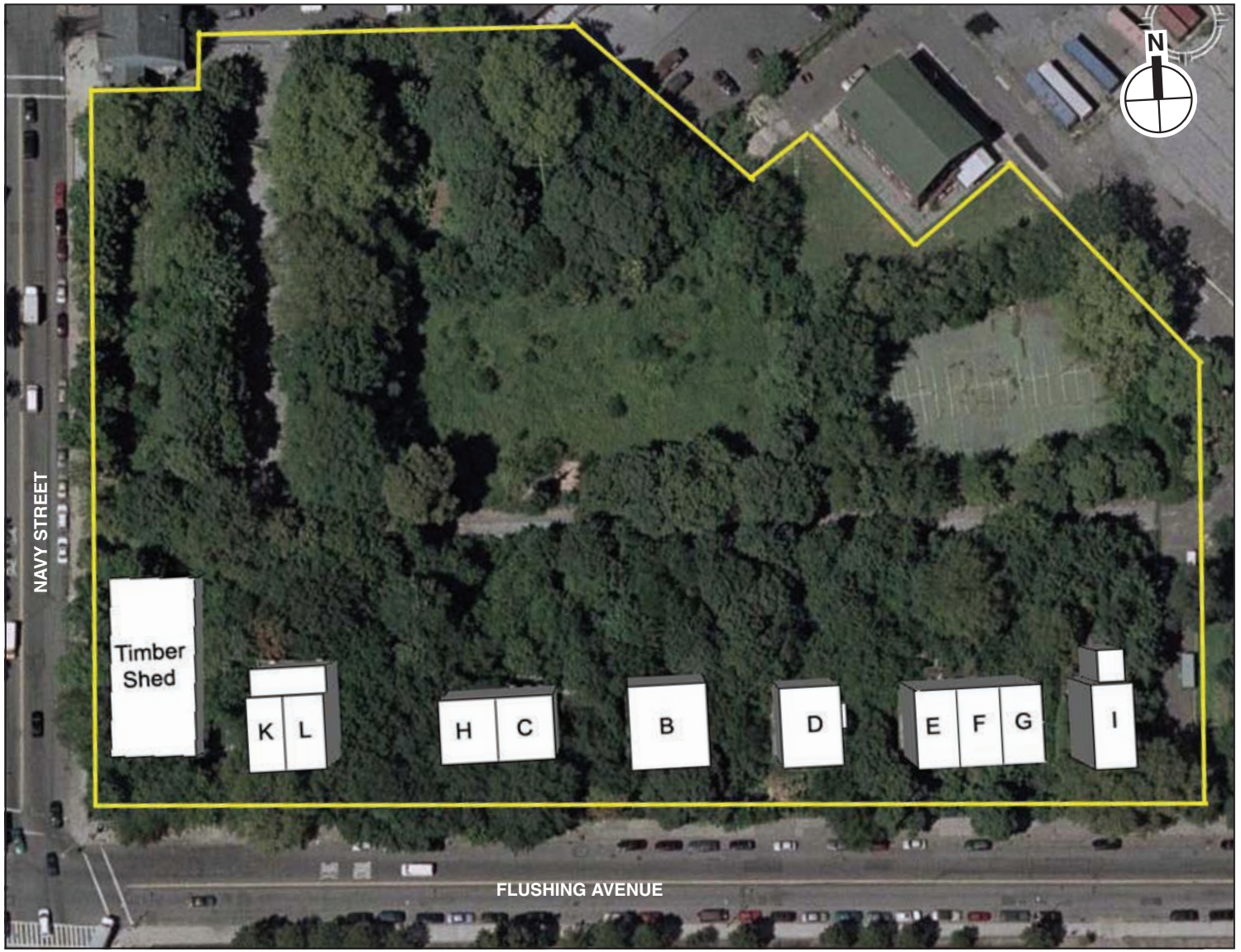


Admirals Row Buildings
Figure 6

govern the acquisition of the site by the City of New York and redevelopment of the site by the BNYDC.

In addition, archaeological studies, including a Phase 1A Documentary Study and Phase 1B field investigations, have been undertaken to assess the site's archaeological sensitivity and potential significance. NGB has determined that further archaeological study of the site, in the form of archaeological monitoring and further investigations of the front and rear of the residences, is required based on the results of the Stage 1A and Stage 1B investigations performed for and at the site. As part of the proposed project, any required archaeological work would be completed to meet 2010 *CEQR Technical Manual* guidance.

The historic and cultural resources section of the EIS will assess the potential impacts of the proposed project on historic resources, including architectural and archaeological resources. This section will describe the progress of the Section 106 process, including the alternatives analyses undertaken, the adverse effect on historic properties due to the anticipated demolition of a number of the Admirals Row residences and other ancillary structures in the S/NR-eligible historic district, and any measures stipulated in the MOA—if available—to mitigate this Adverse Effect. The analysis will also summarize the findings of the Phase 1A and 1B archaeological studies prepared for the site, along with the status of any further study.

In conformance with *CEQR Technical Manual* methodologies, the analysis also will assess the potential impacts of the proposed project on any architectural resources within 400 feet of the project site. These include properties listed on or determined eligible for listing on the State/National Registers of Historic Places, New York City Landmarks (NYCLs) and historic districts and properties pending such designation, and properties that appear to meet S/NR and/or NYCL criteria ("potential architectural resources").

TASK 6: NATURAL RESOURCES

The purpose of the natural resources assessment is to consider potential effects of the proposed project on natural resources within the project area, such as birds, small mammals, and other terrestrial animals, terrestrial plants, wetlands, and threatened or endangered species and their associated habitats within the project area. The project site is currently rather substantially vegetated with mature trees, and thus has the potential to provide such habitat.

The scope and level of detail for the natural resources assessment will meet the requirements of CEQR and will provide the information required for state and federal regulations that apply to the project.

A. Provide a description of the existing terrestrial resources on the project site and in the vicinity based on existing information prepared by the U.S. Fish and Wildlife Service, the New York State Department of Environmental Conservation (NYSDEC), the New York City Department of Environmental Protection (NYCDEP), and other sources. In addition, the New York State Heritage Program (NYSHP) will be contacted to determine if there is the potential for threatened or endangered species to occur within the project area.

B. A field reconnaissance effort will be conducted on the project site to document existing terrestrial ecological conditions following the method outlined in the 2010 *CEQR Technical Manual*.

C. Assess the future conditions for the natural resources within the project area without the proposed project.

D. Assess the potential effects of the proposed project to the terrestrial resources within the project area, in comparison to the no action scenario. Identify from a generic perspective, any potential planting features that can be incorporated into the project design to improve potential habitat for terrestrial resources such as birds and butterflies. The assessment will discuss the project's planned sustainable approach to development, including elements intended to reduce storm water runoff. The assessment will also summarize the memorandum prepared in 2009 regarding the potential preservation of mature trees along Flushing Avenue, and will assess the potential effects of the proposed project on these trees.

TASK 7: HAZARDOUS MATERIALS

This section of the EIS will primarily examine the potential for impacts related to subsurface contamination, including an evaluation of the existing soil and groundwater conditions in areas that would be affected by the proposed project. It will also address the potential for impacts related to hazardous materials, such as asbestos and lead-based paint, associated with existing structures. This chapter will summarize the results of the site's Phase I Environmental Site Assessment and Phase II report and any other relevant studies. It will also include discussion of any measures required to be implemented prior to or during construction of the proposed project to avoid significant impacts, such as implementation of a Remedial Action Plan and Construction Health and Safety Plan.

TASK 8: WATER AND SEWER INFRASTRUCTURE

The 2010 *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. For the proposed project, an analysis of water supply is not warranted since the project would not result in a demand of more than 1 million gpd and it not located in an area that experiences low water pressure. An analysis of the proposed project's effects on wastewater and stormwater infrastructure is warranted since the project would result in the development of more than 150,000 square feet of commercial space in Brooklyn and also would result in an increase in impervious surface area on a site larger than 5 acres. Therefore, this section will analyze the project's potential effects on wastewater and stormwater infrastructure. NYCDEP will be consulted during the preparation of the preliminary stormwater and wastewater infrastructure assessment.

A. The existing stormwater drainage system and surfaces (pervious or impervious) on the project site will be described, and the amount of stormwater generated on the site will be estimated using NYCDEP's volume calculation worksheet. Drainage areas with direct discharges and overland flow will be presented.

B. The existing sewer system serving the development site will be described based on records obtained from NYCDEP. Records obtained will include sewer network maps, drainage plans, capacity information for sewer infrastructure components, and other Freedom of Information Law (FOIL) requests (such as sewer backup complaints/repair data) if warranted. The existing flows to the Red Hook water pollution control plant (WPCP) that serves the site will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented. Existing capacity information for pump stations, regulators, etc. downstream of the affected drainage area will be presented.

C. Any changes to the site's stormwater drainage system and surface area expected in the future without the proposed project will be described. Any changes to the sewer system that are

expected to occur in the future without the proposed project will be described based on information provided by NYCDEP.

D. Assess future stormwater generation from the proposed project and assess the project's potential to create impacts. The project's stormwater management plan will be assessed and incorporated into the infrastructure assessment. The assessment will also discuss any planned sustainability elements and best management practices (BMPs) that are intended to reduce stormwater runoff from the site. Changes to the site's proposed surface area (pervious or impervious) will be described, and runoff coefficients and runoff for each surface type/area will be presented. Volume and peak discharge rates of stormwater from the site will be determined based on the NYCDEP volume calculation worksheet.

E. Sanitary sewage generation for the project will be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the WPCP.

F. Based on the assessment of future stormwater and wastewater generation, the change in flows and volumes to the combined sewer system and/or waterbodies due to the proposed project will be determined.

TASK 9: TRANSPORTATION

Vehicular access to the project site would be provided from two new curb cuts, including a curb cut on the east side of Navy Street and another on the north side of Flushing Avenue. The new driveways on Flushing Avenue and Navy Street would be signal-controlled (pursuant to a signal warrant study). The proposed uses would generate additional vehicular travel and increase demand for parking, as well as pedestrian traffic and subway and bus riders. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies for the EIS will include the following analyses.

TRAFFIC

The proposed development program exceeds the minimum development density screening thresholds specified in Table 16-1 of the *CEQR Technical Manual*. Therefore, a trip generation forecast is required to determine if the project would generate 50 or more vehicle trips through an intersection. Based on preliminary estimates for the redevelopment of the project site, the proposed project is expected to generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday peak hour. As the project is expected to provide vehicular entry/exit points on two street frontages and industrial parking would be located within and accessed from the Brooklyn Navy Yard industrial park, project-generated vehicular trips would be distributed at multiple locations and no single intersection or driveway would process all project-generated vehicle trips. Therefore, the EIS will provide a detailed traffic analysis focusing on those peak hours and intersections where the highest concentrations of project-generated demand would occur.

PARKING

The EIS will provide a parking analysis to determine if the accessory parking to be provided is sufficient to accommodate the projected peak demand. In the event that the proposed project would not provide sufficient accessory parking to accommodate its peak demand, a quantitative

on-street parking analysis may be warranted. However, this is considered unlikely as the proposed project is being designed to provide parking to meet its peak parking demand.

TRANSIT

According to the general thresholds used by the Metropolitan Transportation Authority and specified in the *CEQR Technical Manual*, detailed transit analyses are not required if the proposed action is expected to result in less than 200 new peak hour rail or bus transit riders, as fewer than this number of new transit trips is considered unlikely to create significant impacts on existing transit facilities.

Subway

Based on preliminary estimates, the proposed development is expected to generate fewer than 200 additional peak hour subway trips. During the weekday AM and PM peak hours, it is expected that most of these trips would include a connection to the subway shuttle operated by the Brooklyn Navy Yard industrial park during the morning and evening peak commuting periods. This shuttle includes service to: the York Street station on the F subway line, which is located approximately 0.5 miles northwest of the site; the Jay Street/Borough Hall station served by the A, C, and F subway lines, which is located approximately 0.7 miles southwest of the site, and the Court Street/Borough Hall station served by the 2, 3, 4, 5, and R lines, which is located 0.8 miles southwest of the site. Also within the vicinity of the project site is the High Street station served the A and C subway lines, approximately 0.5 miles west of the site. During the weekday and Saturday midday peak hours, when the subway shuttle is not operating, it is expected that some subway riders would walk from one of the nearby stations (a 0.5-mile distance typically can be walked in about 10 minutes) or would transfer from subway stations to buses to reach the site. Given the location of the bus routes serving the project site, subway-bus transfers could be made via several different subway stations. As subway ridership is not expected to exceed 200 or more trips in any of the peak hours, and therefore no single station would process more than 200 project-generated riders in any single peak hour, a detailed subway analysis would not be warranted. Per the *CEQR Technical Manual*, the EIS will provide a Level 1 (Project Trip Generation) Screening Assessment. Although it is not considered likely, in the event the preliminary estimates are revised and as a result the project is found to generate 200 or more peak hour subway trips, a Level 2 (Project-generated Trip Assignment) Screening Assessment to indicate the expected split of subway riders among local subway stations also would be provided. In the unlikely event that the Level 2 Screening Assessment indicates that one or more subway stations would process 200 or more project-generated riders in the AM and/or PM peak hours, a detailed analysis will be provided. Generally, detailed analyses are not provided during the weekday or Saturday midday peak hours as subway system ridership is substantially lower during these time periods than during the weekday AM and PM peak periods and incremental demand from an individual project can be accommodated without noticeably affecting system operations.

Bus

The proposed development is expected to generate more than 200 additional peak hour bus trips. There are three New York City Transit local bus routes within the immediate vicinity of the project site, including the B69 and B57 buses, which travel along the southern (Nassau Street/Flushing Avenue) and the western (Navy Street) boundaries of the project site, as well as the B62 bus, which runs along Park Avenue one block to the south of the site. The B69 bus route

provides local service between Windsor Terrace and Downtown Brooklyn, the B57 bus route provides local service between Maspeth, Queens and Downtown Brooklyn, and B62 bus route provides local service between Long Island City, Queens and Downtown Brooklyn.

It is anticipated that a portion of subway riders for the proposed development would likely use the B57 bus to connect to numerous stations along/near Flushing Avenue east of the site, and the B62 bus route would be used to travel to/from the Jay Street-Borough Hall station serving the A, C, and F subway lines. Although the York Street and High Street stations are the closest subway stops to the project site, none of the existing bus routes serving the site provide a direct connection from either of these subway stations to the project site, and therefore, persons using these stations would walk when the Brooklyn Navy Yard industrial park subway shuttle is not operating. With over 200 bus-only trips in each peak hour, along with some subway trips including a transfer to a New York City Transit bus route, the EIS will provide a detailed bus analysis.

PEDESTRIANS

Except for trips by auto or taxi, all project-generated trips would include a walk component using local sidewalks, street corners, and crosswalks to access the project site. There would be more than 200 pedestrian trips in all peak hours, with volumes highest on those facilities closest to the project site entrances and gradually diminishing as project-generated pedestrian volumes become more dispersed further from the site. Accordingly, the EIS will provide detailed pedestrian analyses for the pedestrian facilities in the immediate vicinity of the project site.

In addition, the expansion of the Brooklyn Greenway, which will occur in the future without or with the proposed project, will be accounted for in the analyses of traffic and pedestrian conditions.

GOODS DELIVERIES

The proposed project would provide loading berths in compliance with zoning and based on the projected demand for loading capacity. The EIS will provide an assessment of the ability of the proposed project to accommodate goods delivery demand without interfering with vehicular, pedestrian, and bicycle traffic or compromising safety.

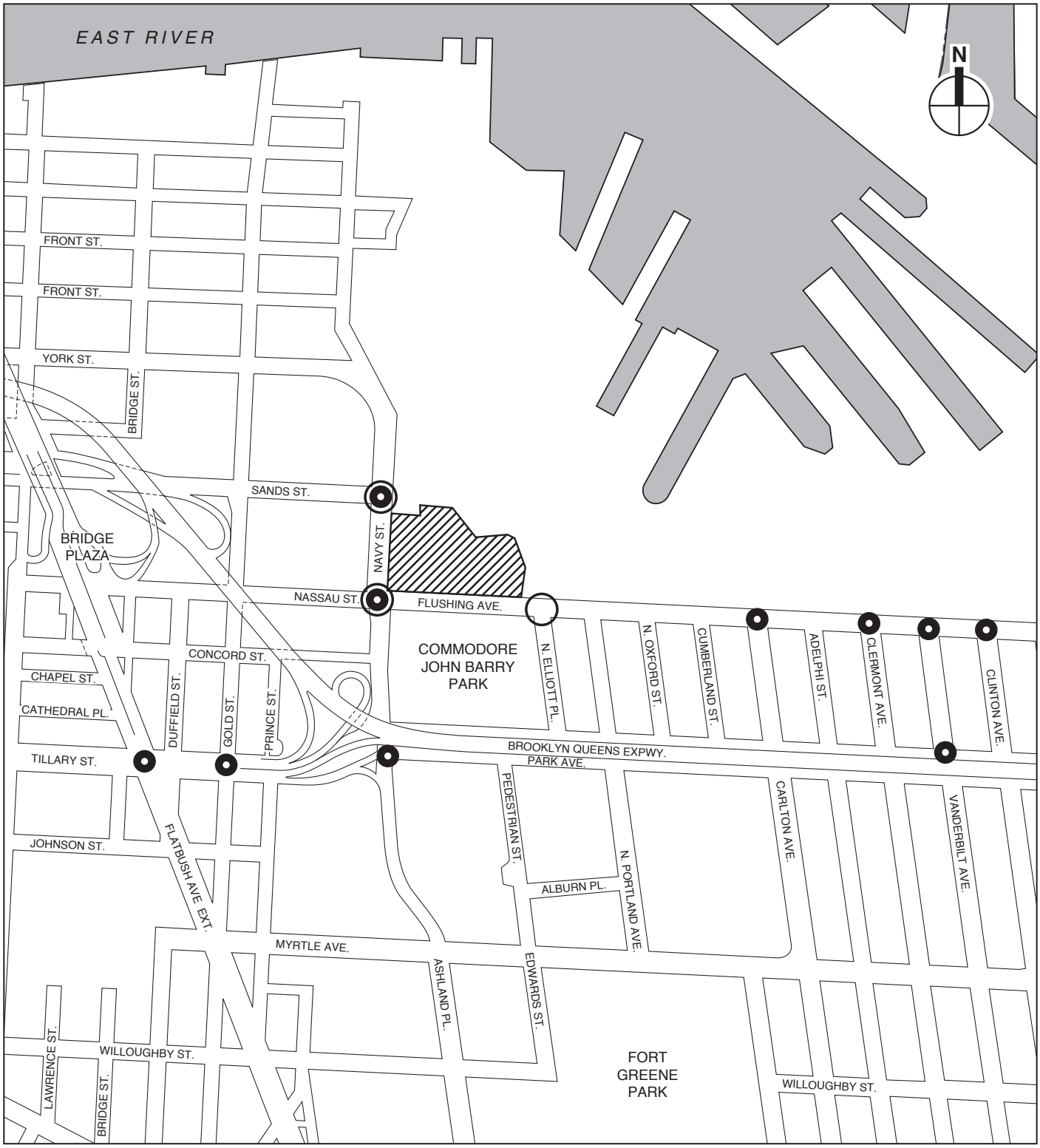
TASKS

The EIS transportation analysis will include the following:

A. Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed adjacent to the project site and along major routes leading to and from the site. Based on preliminary trip generation estimates for the proposed commercial, light industrial, and community facility uses, the EIS will analyze weekday AM, midday, and PM and Saturday midday peak hours. Approximately 10 intersections would be analyzed, as listed below. The New York City Department of Transportation (DOT) also will be consulted to determine the appropriate number and locations of intersections to be analyzed (see Figure 7).

   - Flatbush Avenue Extension at Tillary Street
   - Gold Street at Tillary Street
   - Navy Street at Sands Street

8.31.10



Project Site

Study Area Boundary (1/4-Mile Perimeter)

Traffic Intersections to be Studied

Pedestrian Intersections to be Studied

ADMIRALS ROW PLAZA

Intersections to be Studied
Figure 7

- Navy Street at Nassau Street/Flushing Avenue
- Navy Street at Tillary Street/Park Avenue
- Carlton Avenue at Flushing Avenue
- Vanderbilt Avenue at Flushing Avenue
- Vanderbilt Avenue at Park Avenue
- Flushing Avenue at Clermont Avenue
- Flushing Avenue at Clinton Avenue

B. Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and manual intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as DOT and the New York City Department of City Planning (DCP).

C. Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, and parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.

D. Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement, per intersection approach, and per overall intersection. The methodology of the *2000 Highway Capacity Manual* (HCS+, Version 5.4) will be used for the analysis.

E. Based on available sources, 2000 US Census data and standard references, estimate the travel demand for the future without the proposed action (the No Build condition), which will include the demand from significant development sites planned in the vicinity of the study area by the analysis year. This will include daily and hourly person trips, and a modal distribution to estimate trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared.

F. Compute the future 2014 No Build traffic volumes based on an approved background traffic growth rate for the study area and any significant development projects expected to be completed in the future without the proposed action. Incorporate any planned changes to the roadway and bikeway systems anticipated by the project build year, and determine the No Build intersection v/c ratios, delays and levels of service.

G. Based on available sources, 2000 US Census data, and standard references, develop a travel demand forecast for the proposed development. Assign that volume of traffic in each analysis period to the approach and departure routes likely to be used, and prepare traffic volume networks for the future with the proposed action condition for each analyzed peak hour. Determine the resulting v/c ratios, delays, and LOS at analyzed intersections for the 2014 Build condition, and identify significant traffic impacts in accordance with *CEQR Technical Manual* criteria.

H. Identify the proposed project's potential to have significant traffic impacts.

I. Present information on the planned signal-controlled intersections at the project site driveway, Navy Street and Flushing Avenue, including information on the signal plan which will be designed so that the new intersections would operate at an acceptable level of service.

The parking studies will focus on the amount of parking to be provided as part of the proposed project, and its ability to accommodate the projected parking demand. Accessory parking for the commercial and community facility/office uses would be located on the project site, while accessory parking for the light industrial uses would be provided in the adjoining Brooklyn Navy Yard industrial park.

J. Develop a parking accumulation profile, by use, for the proposed development by the analysis year. Based on the accumulation profile, an assessment will be provided to determine whether there would be any excess parking demand. Should the on-site supply not accommodate the demand, then the following would also be done:

K. Document on-street parking regulations and inventory the number of legal on-street parking spaces within the study area, noting their general utilization levels on a typical weekday and on Saturday.

L. Project future parking availability based on an annual background growth rate of 0.5 percent per year.

M. Evaluate the capacity of the on-street system to accommodate any overflow from the site.

N. Based on preliminary trip generation estimates, the proposed project is not expected to exceed the *CEQR Technical Manual* Level 1 (Project Trip Generation) threshold of more than 200 peak hour subway trips during any peak hours. Per the *CEQR Technical Manual,* the EIS will provide a Level 1 (Project Trip Generation) Screening Assessment that will include a qualitative discussion of subway service in the area. Although it is not considered likely, in the event the preliminary estimates are revised and as a result the project is found to generate 200 or more peak hour subway trips, a Level 2 (Project-generated Trip Assignment) Screening Assessment also would be provided to indicate the expected split of subway riders among local subway stations. In the unlikely event that the Level 2 Screening Assessment indicates that one or more subway stations would process 200 or more project-generated subway trips at a single station in the weekday AM and/or PM peak hours, the following task would also be conducted.

O. A detailed analysis of subway station control areas and/or pedestrian circulation elements will be conducted at any subway station that would process 200 or more project-generated peak hour person trips in the weekday AM and/or PM peak hours. The analysis will be conducted based on counts conducted at those control areas and/or pedestrian circulation elements that would be traversed by significant concentrations of project-generated trips. Conditions and volumes in the future without the proposed action will be determined using background growth rates specified in the *CEQR Technical Manual* and accounting for any trips generated by No Build developments. Conditions and volumes in the future with the proposed project will be determined based on the assignment of project-generated subway trips.

P. Based on preliminary trip generation estimates, the proposed action is expected to exceed the *CEQR Technical Manual* threshold of more than 200 total peak hour bus trips and 50 peak hour bus trips in a single direction on a single route. A quantitative analysis of the local

bus system in the study area will be performed for the EIS. The analysis will include documenting existing peak hour route services and peak load point ridership, determining conditions in the future without the proposed project (No Build), assignment of project-generated bus trips, including subway trips with a bus transfer, to bus routes serving the site and assessing the effects of new project-generated peak hour bus trips (Build).

Q. Conduct and analyze pedestrian counts at critical locations in the study area. Corners, crosswalks, and adjoining sidewalks will be evaluated at locations receiving the greatest concentration of action-generated pedestrian trips. Pedestrian assignment diagrams will be prepared to assist in identifying these locations. It is expected that up to three (3) pedestrian intersections will be analyzed, including the intersections listed below; however, DOT will be consulted to determine the appropriate number and locations of intersections to be analyzed (see Figure 7).

- Navy Street at Sands Street;
- Navy Street at Nassau Street/Flushing Avenue; and
- North Elliot Place at Flushing Avenue

R. Research and document traffic accidents with pedestrians and bicycles at key study area intersections.

S. Identify the potential for the proposed project to have significant pedestrian and/or bicycle impacts, through a comparison of future No Build to the future Build conditions.

T. Identify the number and location of loading berths for goods delivery and the circulation plan for delivery vehicles. Assess the capacity of proposed loading areas to accommodate the expected volume of deliveries and the ability to do so without interfering with vehicular, pedestrian, and bicycle traffic or compromising safety.

TASK 10: AIR QUALITY

The air quality studies for the proposed project will include both mobile and stationary source analyses. The number of project-generated vehicle trips may exceed the *CEQR Technical Manual* screening thresholds above which detailed analyses of mobile source emissions of carbon monoxide (CO) and particulate matter (PM) on ambient pollutant levels in the study area are required, and thus these detailed analyses will be performed. (For Downtown Brooklyn, the threshold for conducting an analysis of carbon monoxide (CO) emissions corresponds to 160 vehicles at a particular intersection in the peak hour.) The need for conducting an analysis of PM emissions is based on the number of peak hour heavy-duty diesel vehicle traffic or its equivalent in vehicular $PM_{2.5}$ emissions as determined using the worksheet discussed on page 17-10 of the *2010 CEQR Technical Manual*. In addition, since the proposed project will provide new surface parking, the effects of CO emissions from parking vehicles will be analyzed.

The stationary source air quality impact analysis will assess the effects of emissions (e.g., sulfur dioxide, particulate matter, and nitrogen oxides) from the proposed project's heat and hot water systems. The proposed project also will introduce new community facility uses within the historic boundaries of the Brooklyn Navy Yard, which is currently zoned for manufacturing uses. Therefore, an analysis to examine the potential for impacts from those light industrial uses on the proposed sensitive uses will be performed. In addition, emissions from large sources within 1,000 feet of the rezoning area (such as the Brooklyn Navy Yard Cogeneration Facility),

and commercial, institutional and large scale residential uses will be examined for their potential impact on the proposed action.

MOBILE SOURCE ANALYSES

The mobile source analysis methodology is relatively straightforward: it entails selecting appropriate receptor sites, calculating vehicular emissions, calculating pollutant levels using dispersion models that have been approved by the applicable air quality review agencies (i.e., U.S. Environmental Protection Agency, NYSDEC, and NYCDEP), and determining whether the project would result in potential impacts. The methodologies used for this analysis would be consistent with the *CEQR Technical Manual*.

The specific work program for the mobile source air quality study will include the following work tasks, with certain tasks performed only if the vehicle or emissions thresholds specified in the *2010 CEQR Technical Manual* are exceeded:

A. Gather existing air quality data. Collect and summarize existing ambient air quality data for the study area. Specifically, ambient air quality monitoring data published by NYSDEC will be compiled for the analysis of ambient background conditions.

B. Determine receptor locations for microscale analysis. Select critical intersection locations in the study area, and outside the study area, based on data obtained from the traffic analysis. Receptor locations will include locations where maximum project impacts and high pollutant levels are expected. Two intersection locations would be analyzed. The analysis will be performed only for the pollutants for which the *CEQR* thresholds for performing a detailed analysis are exceeded.

C. Select dispersion model for analysis. EPA's CAL3QHC screening model will be used for CO analysis, if needed. EPA's CAL3QHCR refined intersection model will be used at intersections that are found to exceed CO standards or *de minimis* criteria using the CAL3QHC screening model, and, if needed, for the $PM_{10}/PM_{2.5}$ intersection analysis. For the CAL3QHCR analysis, AKRF will use five years (2003-2007) of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, New York for the simulation program.

D. Select "worst-case" meteorological conditions. Worst-case conditions to be assumed for the microscale CO analysis are a 1.0 meter/second wind speed, Class D stability, and temperature and persistence factors as recommended in the *CEQR Technical Manual*.

E. Select an appropriate emission calculation methodology and input parameters needed to compute emission source strengths. The task will involve computing vehicular cruise and idle emissions using the MOVES2010 model, if it becomes officially released for project-level analysis during the early stages of impact assessment. Alternatively, EPA's MOBILE6.2 model will be used with NYCDEP- and/or NYSDEC-supplied information as input to the model, to account for the state vehicle inspection and maintenance (I&M) program (including any applicable future I&M programs), and the state anti-tampering program. The *CEQR Technical Manual* recommended winter temperature of 43 degrees Fahrenheit for the Borough of Brooklyn will be used as input to the model for calculating CO emissions.

F. If a CO analysis is required, determine existing pollutant levels. At each mobile source receptor location, calculate maximum 1- and 8-hour CO concentrations for up to two

weekday peak periods and one peak hour period on the weekend. No field monitoring will be performed as part of this study.

G. Compare existing levels with standards. Existing pollutant levels (both calculated and measured levels from NYSDEC monitoring stations) will be compared with National Ambient Air Quality Standards (NAAQS).

H. For the pollutants requiring a detailed analysis, determine future levels without the proposed project. Pollutant levels without the proposed project will be determined for the future analysis year of 2014. At each receptor location, maximum 1- and 8-hour CO concentrations, maximum 24-hour PM_{10} concentrations, and maximum 24-hour and annual $PM_{2.5}$ concentrations will be calculated as needed for each of the peak periods analyzed.

I. If detailed analyses are required, future CO and PM_{10} pollutant levels without the proposed project will be compared NAAQS to determine compliance with standards.

J. If detailed analyses are required, determine future CO, PM_{10}, and $PM_{2.5}$ pollutant levels with the proposed project. Pollutant levels with the proposed project will be determined for the future analysis year. At each receptor location, maximum 1- and 8-hour incremental, maximum $PM_{2.5}$ incremental, and total CO and PM_{10} concentrations will be calculated for each of the peak periods analyzed, in accordance with the *CEQR Technical Manual*.

K. If detailed analyses are required, future CO and PM_{10} pollutant levels with the proposed project will be compared with NAAQS to determine compliance with standards. CO concentration increments will be compared with the city's *de minimis* criteria (i.e., a comparison of future levels with the proposed project versus future levels without the proposed project) to determine project impacts. $PM_{2.5}$ concentration increments will be compared with the NYCDEP interim guidance criteria.

L. Assess the potential CO impacts associated with the proposed parking lot. A screening analysis will be used following the procedures prescribed in the *CEQR Technical Manual* to determine maximum potential worst-case impacts. Cumulative impacts from on-street sources and emissions from the proposed parking lot will be calculated, where appropriate. Future CO pollutant levels will be compared with standards and applicable *de minimis* criteria.

M. Assess the consistency of the proposed project with the State Implementation Plan (SIP). An assessment to determine the consistency of the proposed project with the strategies contained in the applicable SIP for the area will also be performed.

STATIONARY SOURCE ANALYSES

The specific work program for the stationary source air quality studies will include the following tasks.

A. The effects of emissions from stationary sources associated with the proposed project will be addressed. Analyses will be performed using the screening procedures from the *CEQR Technical Manual* to determine whether emissions from any substantial on-site HVAC facilities are significant. Impacts on proposed developments with sensitive uses, such as community facilities, will be determined as part of this task, and a cumulative analysis will be performed to assess impacts on off-site sensitive receptor location.

B. A field survey will be performed to determine if there are any manufacturing or processing facilities within 400 feet of the project site that could have impacts related to emissions on the proposed project. NYCDEP's Bureau of Environmental Compliance (BEC) files will be examined to determine if there are permits for any industrial facilities that are identified. A review of federal and state permits will also be conducted. Based upon this information, a determination will be made of whether further analysis is necessary.

TASK 11: NOISE

The proposed project may generate sufficient traffic to result in a significant noise impact (i.e., doubling of Noise PCEs). Consequently, the noise analysis will include a traffic screening analysis to determine whether project-generated traffic would be sufficiently large to have the potential for causing significant increases in noise levels. The noise section will examine the level of building attenuation necessary for the commercial and community facility uses to meet CEQR interior noise level requirements. This study will include an assessment of noise levels in the surrounding area associated primarily with traffic and nearby uses and their potential effect on the proposed project.

No detailed analysis of noise and/or vibration associated with the proposed development is proposed for comparison to the Zoning Resolution Performance Standard, as the proposed development would be designed to meeting applicable regulations. Additionally, no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed, as outdoor mechanical equipment would be designed to meet applicable regulations.

The noise analysis will include the following tasks:

A. Select appropriate noise descriptors. Appropriate noise descriptors for building attenuation purposes would be selected. Based upon CEQR criteria, the noise analysis would examine the L_{10}, and l -hour equivalent ($L_{eq(l)}$) noise levels.

B. Select receptor locations for building attenuation purposes. A maximum of three (3) receptor sites adjacent to the proposed development area will be selected.

C. Determine existing noise levels. A 20-minute measurement would be performed during typical weekday AM, midday, and PM peak periods. Hourly L_{eq}, L_1, L_{10}, L_{50}, and L_{90} values will be recorded.

D. Determine amount of building attenuation required for commercial and community facility uses. The level of building attenuation necessary to satisfy CEQR requirements is a function of exterior noise levels and will be determined. Measured values will be compared to appropriate standards and guideline levels. As necessary, recommendations regarding noise attenuation measures needed for the proposed project to achieve compliance with standards and guideline levels will be made.

E. Determine whether project-generated traffic would have the potential for causing a significant noise impact. If project-generated traffic would result in a doubling of Noise PCEs (passenger-car-equivalents), a detailed mobile source noise analysis would be prepared.

TASK 12: NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the characteristics of its population and economic activities, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features

that include noise levels, traffic, and pedestrian patterns. The proposed project—new local retail, light industrial, grocery store, community facility, and parking uses on a site currently occupied by the Admirals Row buildings—represents a dramatic change and will affect the character of the surrounding area. Therefore, the EIS analysis will consist of the following tasks.

A. Summarize the predominant factors that contribute to defining the character of the neighborhood.

B. Based on planned development projects, public policy initiatives, and planned public improvements, changes that can be expected in the character of the neighborhood in the future without the project will be described.

C. The project's impact on neighborhood character will be assessed and summarized.

TASK 13: CONSTRUCTION IMPACTS

The *CEQR Technical Manual* calls for an assessment of construction-related impacts, with a focus on historic and archaeological resources, transportation, air quality, noise, hazardous materials, and natural resources. For the purposes of assessing potential impacts in the EIS, a construction scheme will be formulated focusing on phasing, likely staging areas, placement of equipment, the temporary loss of traffic lanes, and number of workers. The likely construction schedule for development at the site and an estimate of activity on-site will be described. Technical areas to be analyzed include:

A. *Cultural Resources*. Any potential construction-period impacts on historic resources will be considered.

B. *Transportation Systems*. This assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services during the various phases of construction, and identify the increase in vehicle trips from construction workers and equipment. If warranted under CEQR guidelines, a travel demand forecast for the project's construction period will be prepared.

C. *Air Quality*. The construction air quality impact section will contain a qualitative discussion of both mobile air source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce impacts.

D. *Noise*. The construction noise impact section will contain a qualitative discussion of noise from each phase of construction activity.

E. *Hazardous Materials*. In coordination with the work performed for hazardous materials, above, summarize actions to be taken during project construction to limit exposure of construction workers to potential contaminants.

F. *Other Technical Areas*. As appropriate, discuss the other areas of environmental assessment—such as natural resources—for potential construction-related impacts (i.e, construction practices related to the preservation of mature trees on the project site).

TASK 14: MITIGATION

Where significant project impacts have been identified in the analyses discussed above, measures will be assessed to mitigate those impacts. This task summarizes the findings and prepares the mitigation chapter for the EIS. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Analyses will be performed to examine and quantify the potential impact of any anticipated traffic mitigation measures on air quality.

PUBLIC HEALTH

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

TASK 15: ALTERNATIVES

The specific alternatives to be analyzed will be finalized with the lead agency as project impacts become clarified. However, they must include the No Build Alternative and an alternative that reduces any identified significant adverse impacts. The alternatives analysis is qualitative, except where significant adverse impacts of the project have been identified. The level of analysis depends on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 16: SUMMARY CHAPTERS

Several summary chapters will be prepared, focusing on various aspects of the EIS, as set forth in the regulations and the *CEQR Technical Manual*. They are as follows:

1. *Executive Summary*. Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the EIS to describe the proposed project, its environmental impacts, measures to mitigate those impacts, and alternatives to the proposed project.
2. *Unavoidable Adverse Impacts*. Those impacts, if any, which could not be avoided and could not be practicably mitigated, will be listed in this chapter.
3. *Growth-Inducing Aspects of the Proposed Project*. This chapter will focus on whether the proposed project has the potential to induce new development within the surrounding area.
4. *Irreversible and Irretrievable Commitments of Resources*. This chapter focuses on those resources, such as energy and construction materials, that would be irretrievably committed if the project is built.
5. *Short-Term Use of the Environment vs. Long-Term Productivity*. This chapter permits an examination of the adverse and beneficial impacts of the proposed project in the short-term (e.g., during construction) and over the long term.

APPENDIX ITEM: ENVIRONMENTAL JUSTICE

As an appendix to the EIS, an analysis will be provided that considers the potential for disproportionately high and adverse human health or environmental effects of the project on minority or low-income populations. This analysis will follow the guidance and methodologies recommended in the federal Council on Environmental Quality's *Environmental Justice Guidance under the National Environmental Policy Act* (December 1997). ✷