

PART I: GENERAL INFORMATION

PROJECT NAME

1. Reference Numbers

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
ULURP REFERENCE NUMBER (If Applicable))	OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)

2a. Lead Agency Information

NAME OF LEAD AGENCY

2b. Applicant Information

NAME OF APPLICANT

NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
TELEPHONE	FAX		TELEPHONE	FAX	
EMAIL ADDRESS			EMAIL ADDRESS		

3. Action Classification and Type

SEQRA Classification

☐ UNLISTED      ☐ TYPE I; SPECIFY CATEGORY (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):

Action Type (refer to Chapter 2, "Establishing the Analysis Framework" for guidance)

☐ LOCALIZED ACTION, SITE SPECIFIC    ☐ LOCALIZED ACTION, SMALL AREA    ☐ GENERIC ACTION

4. Project Description:

4a. Project Location: Single Site (for a project at a single site, complete all the information below)

ADDRESS	NEIGHBORHOOD NAME	
TAX BLOCK AND LOT	BOROUGH	COMMUNITY DISTRICT
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY:		ZONING SECTIONAL MAP NO:

4b. Project Location: Multiple Sites (Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)

5. REQUIRED ACTIONS OR APPROVALS (check all that apply)

City Planning Commission: YES ☐ NO ☐

- |                                                                    |                                                           |
|--------------------------------------------------------------------|-----------------------------------------------------------|
| <input type="checkbox"/> CITY MAP AMENDMENT                        | <input type="checkbox"/> ZONING CERTIFICATION             |
| <input type="checkbox"/> ZONING MAP AMENDMENT                      | <input type="checkbox"/> ZONING AUTHORIZATION             |
| <input type="checkbox"/> ZONING TEXT AMENDMENT                     | <input type="checkbox"/> HOUSING PLAN & PROJECT           |
| <input type="checkbox"/> UNIFORM LAND USE REVIEW PROCEDURE (ULURP) | <input type="checkbox"/> SITE SELECTION — PUBLIC FACILITY |
| <input type="checkbox"/> CONCESSION                                | <input type="checkbox"/> FRANCHISE                        |
| <input type="checkbox"/> UDAAP                                     | <input type="checkbox"/> DISPOSITION — REAL PROPERTY      |
| <input type="checkbox"/> REVOCABLE CONSENT                         |                                                           |

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- ☐
- MODIFICATION OF
- 
- ☐
- RENEWAL OF
- 
- ☐
- OTHER

Board of Standards and Appeals: YES ☐ NO ☐

- ☐
- SPECIAL PERMIT
- 
- EXPIRATION DATE      MONTH      DAY      YEAR
- 
- ☐
- VARIANCE (USE)
- 
- ☐
- VARIANCE (BULK)

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

## **2B. APPLICANT INFORMATION**

The applicant for the acquisition of the Admirals Row site is the New York City Department of Citywide Administrative Services (DCAS). The applicant contact is: Randal Fong, DCAS, 1 Centre Street, 21st Floor, New York, New York, 10007, 212.669.7150 (t).

The applicant for the lease of the Admirals Row site is the New York City Department of Small Business Services (SBS). The applicant contact is: Andrew Schwartz, First Deputy Commissioner, SBS, 110 William Street, 7th Floor, New York, New York, 10038, 212.513.6350 (t).

The applicant for all other actions is the Brooklyn Navy Yard Development Corporation (BNYDC). The applicant contact is: Shani Leibowitz, BNYDC, 63 Flushing Avenue, Unit 300, Building 292, 3rd Floor, Brooklyn, New York, 11205, 718.907.5955 (t), 718.643.9296 (f), sleibowitz@brooklynnavyard.com.

## **4. PROJECT DESCRIPTION**

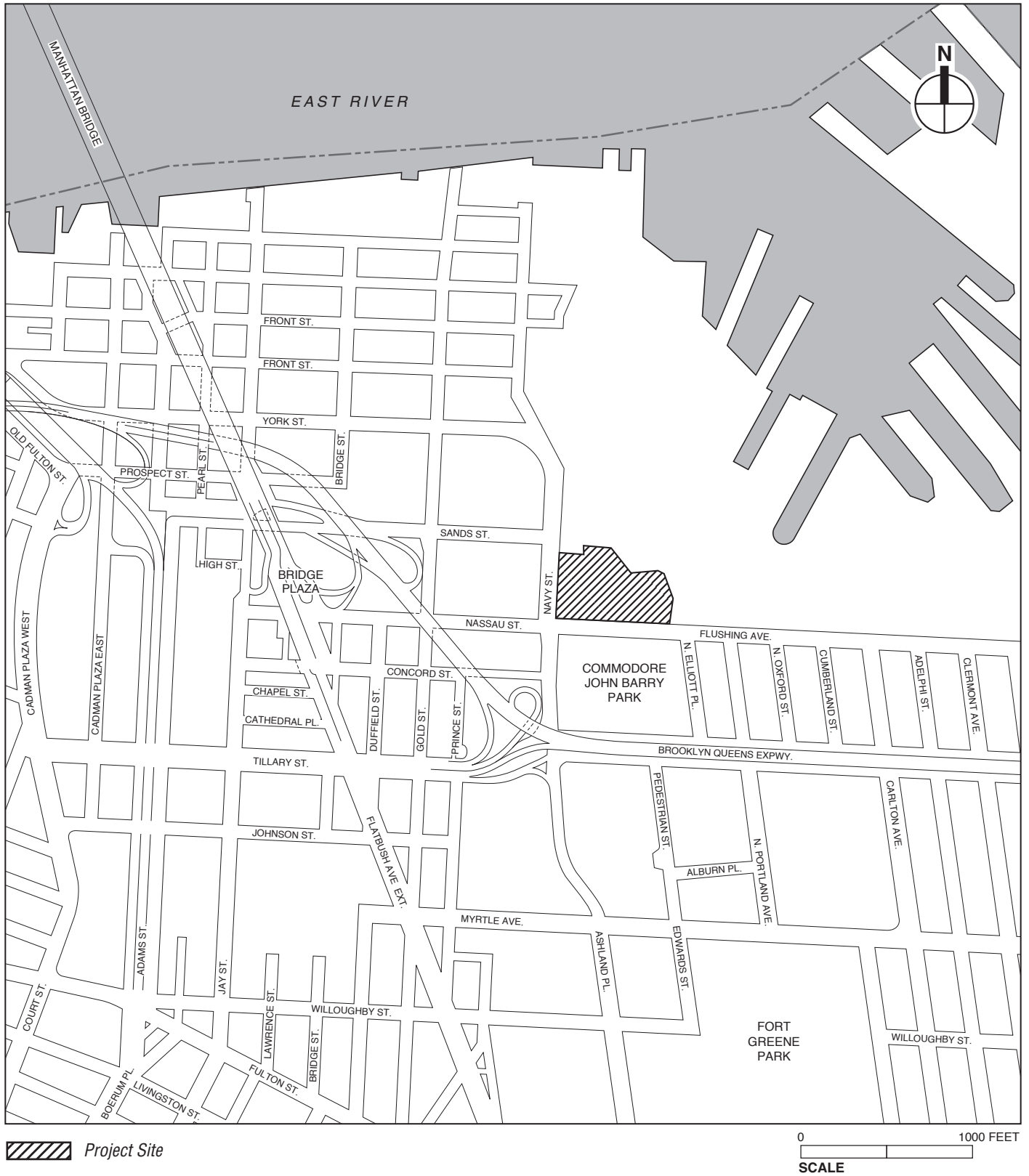
The Brooklyn Navy Yard Development Corporation (BNYDC) is proposing a mixed-use development project called Admirals Row Plaza (the “proposed project”) on a 6.07-acre site at the corner of Navy Street and Flushing Avenue in the Borough of Brooklyn, Block 2023, Lot 50 (see Figures 1 through 10). A principle 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.

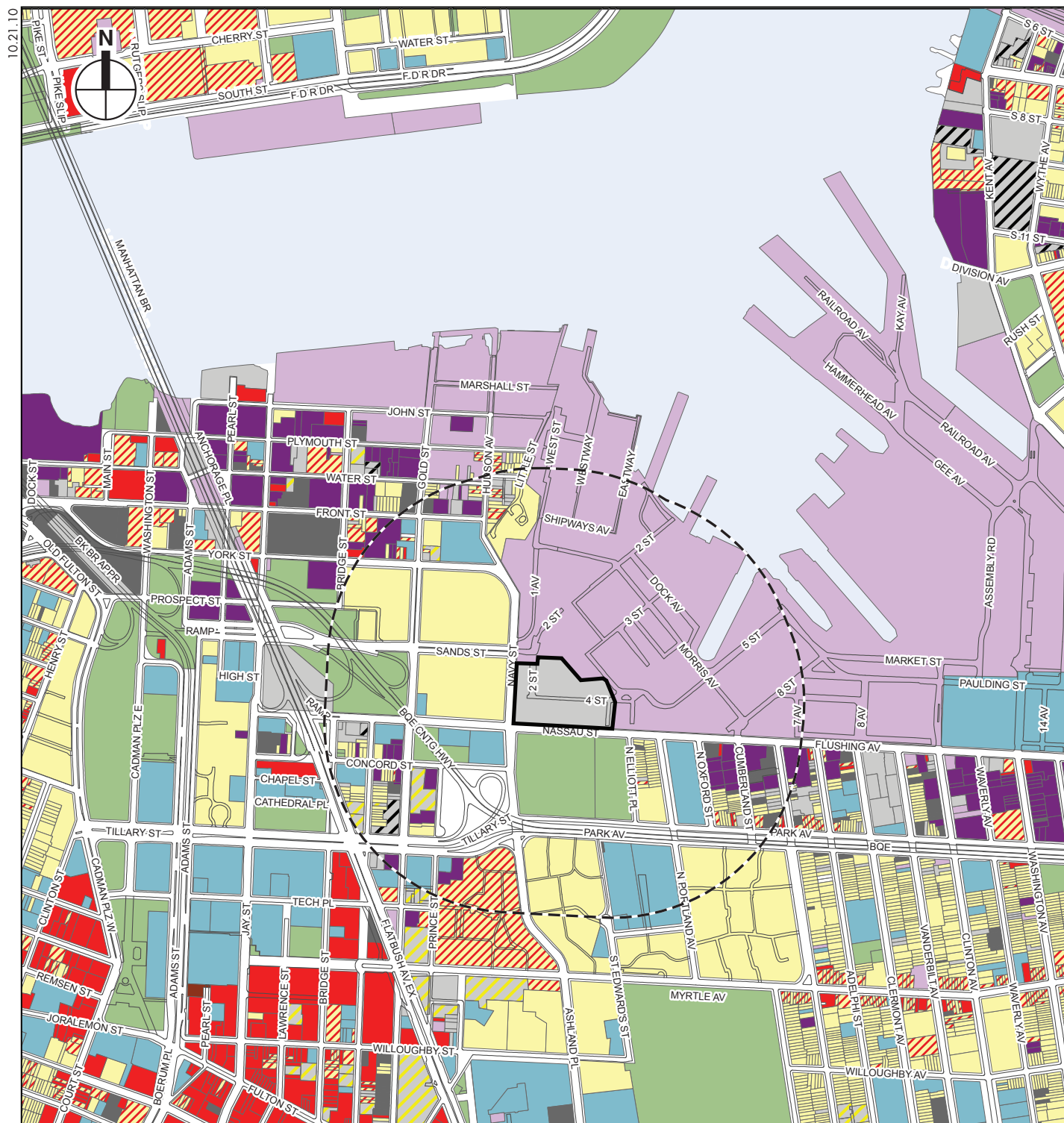
The proposed project, which is expected to be constructed and operational by 2014, would be developed by BNYDC’s developer partner, PA Development. It would contain approximately 270,000 total square feet of development, including a supermarket of approximately 60,000 square feet, approximately 76,000 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 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.<sup>1</sup> 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 other remaining historic structures located on the project site.

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.

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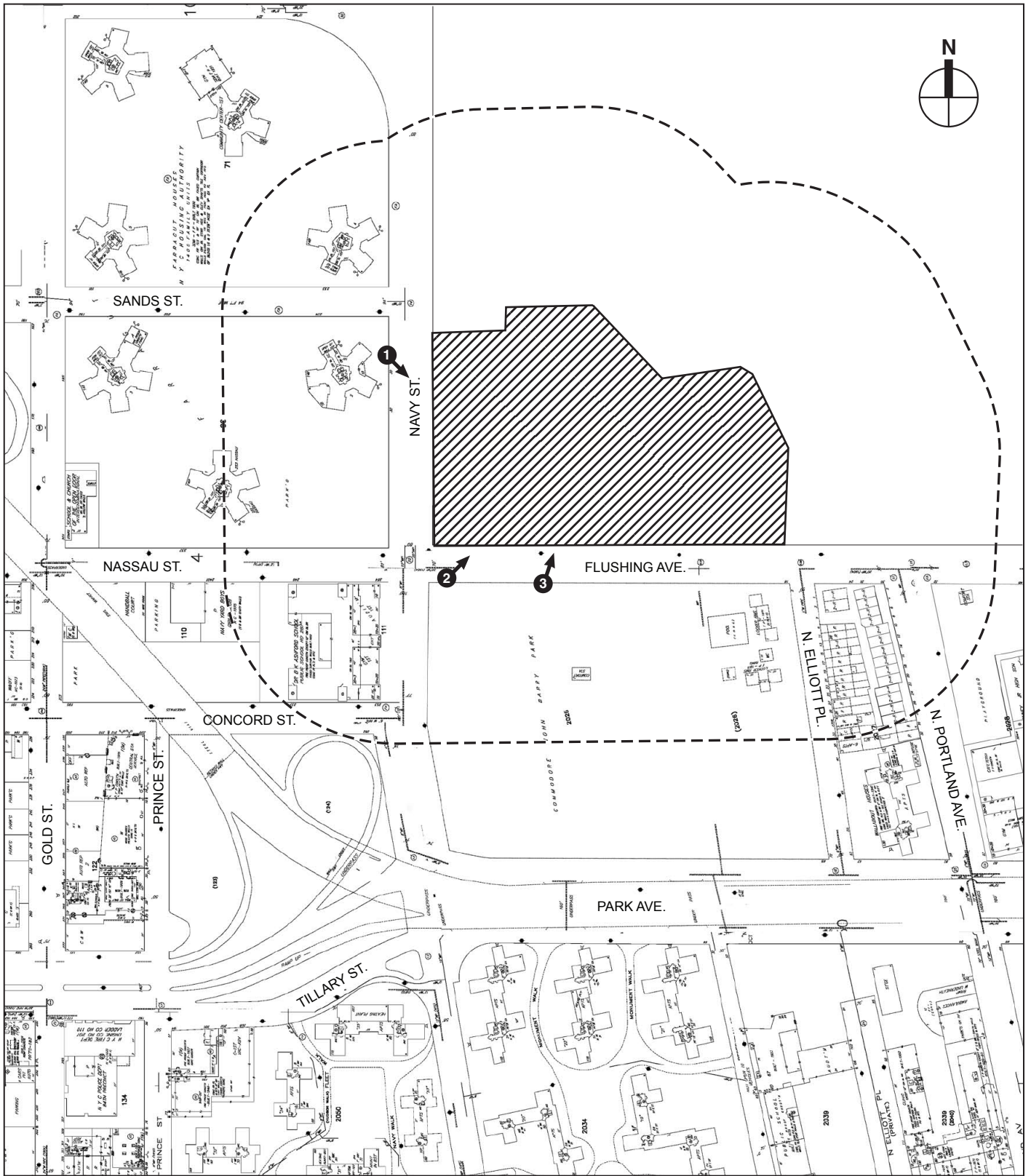
<sup>1</sup> The National Guard Bureau has recently indicated to the Section 106 consulting parties that the future of the Timber Shed remains under discussion.








- |                                          |                                    |
|------------------------------------------|------------------------------------|
| Project Site                             | Transportation and Utility         |
| Study Area Boundary (1/4-Mile Perimeter) | Public Facilities and Institutions |
| Residential                              | Open Space and Outdoor Recreation  |
| Residential with Commercial Below        | Parking Facilities                 |
| Hotels                                   | Vacant Land                        |
| Commercial and Office Buildings          | Vacant Building                    |
| Industrial and Manufacturing             | Under Construction                 |

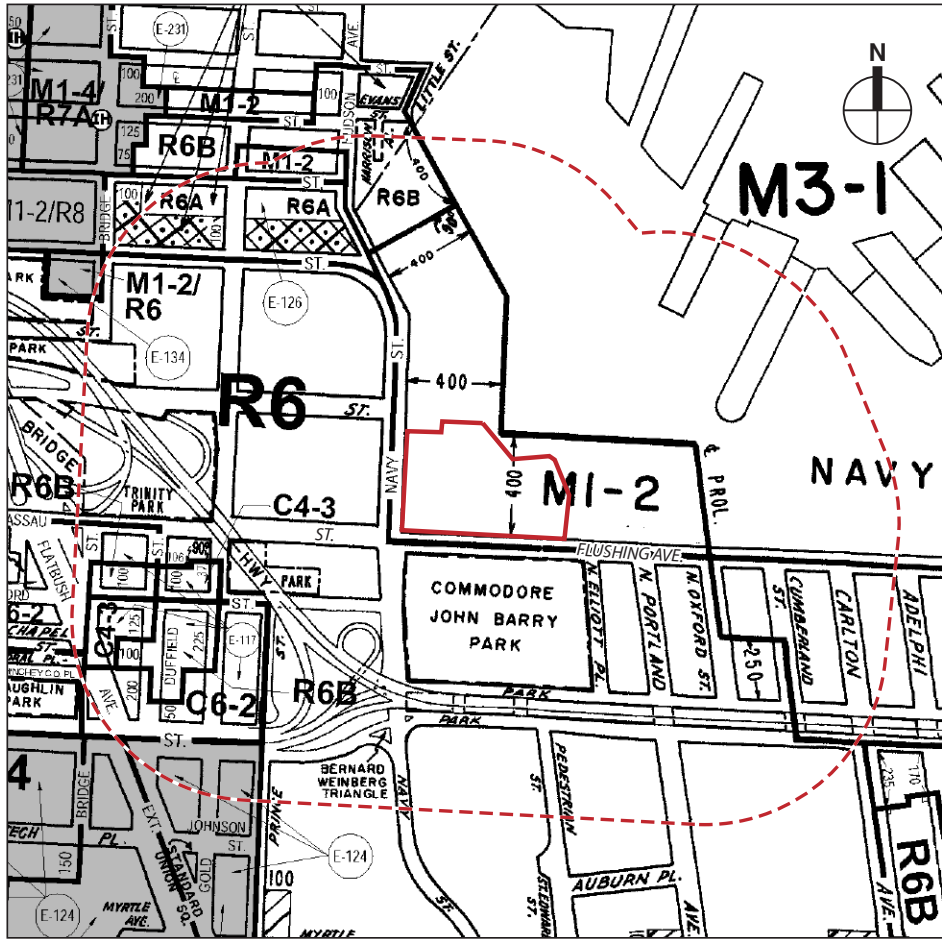
0 1000 FEET  
SCALE



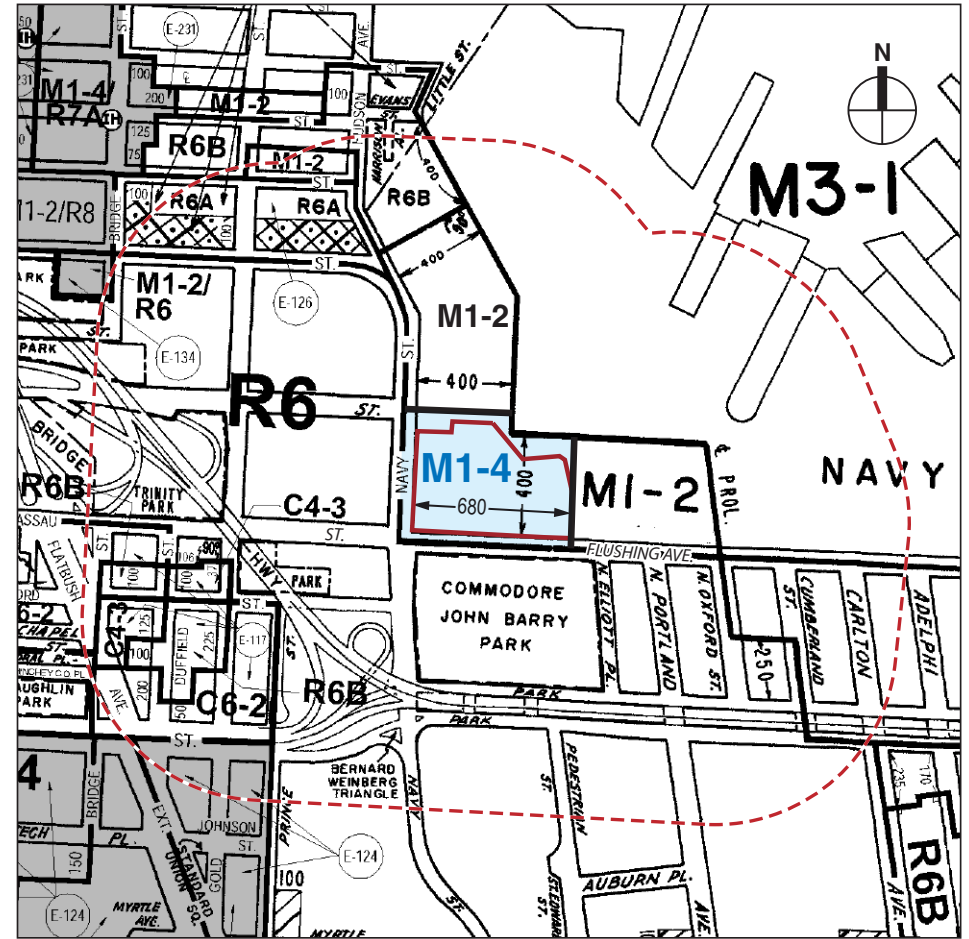
-  Project Site
-  Study Area Boundary (400-Foot Perimeter)
-  Photograph View Direction and Reference Number (see Figures 7 & 8)

0 200 FEET  
SCALE





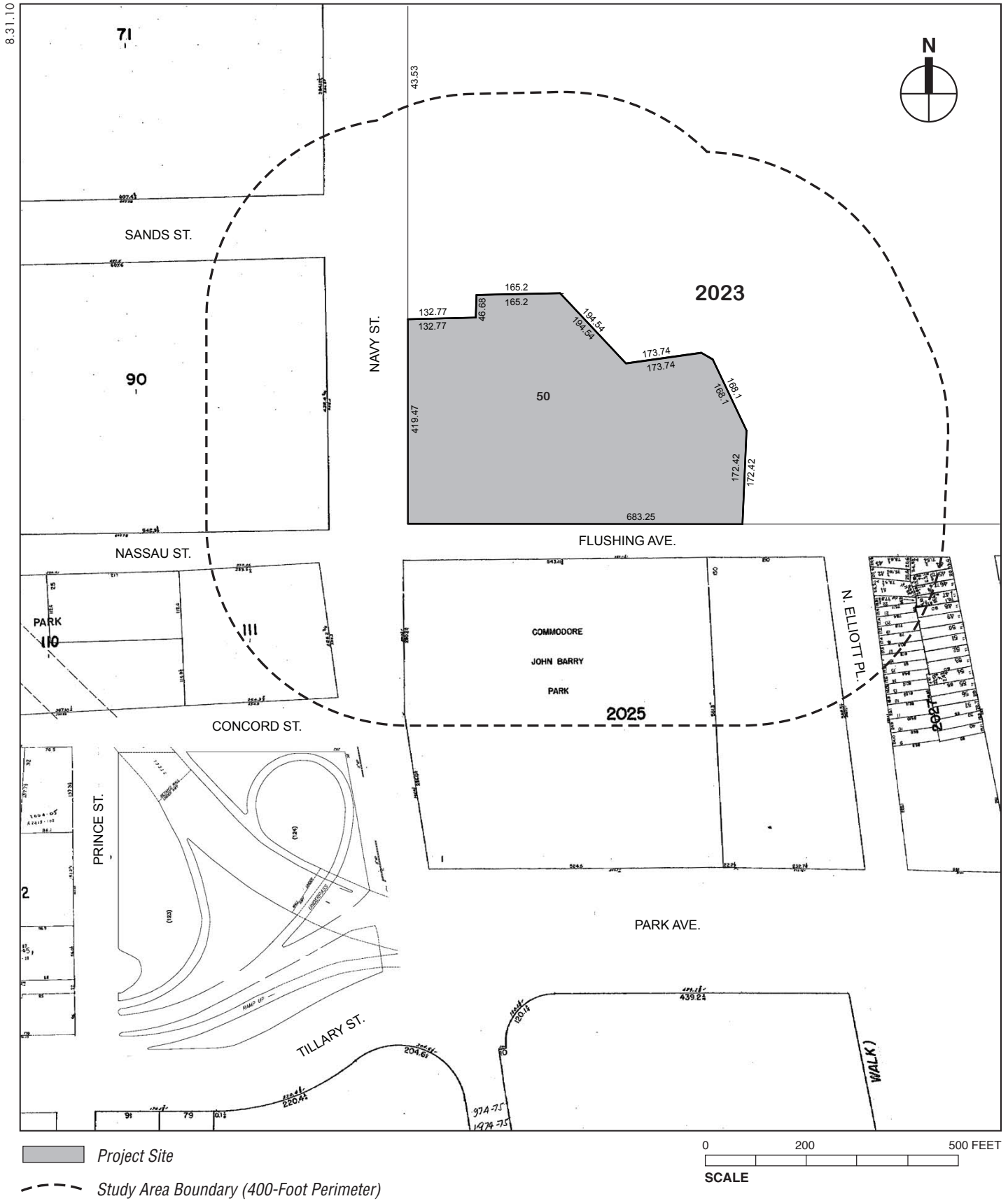
Existing

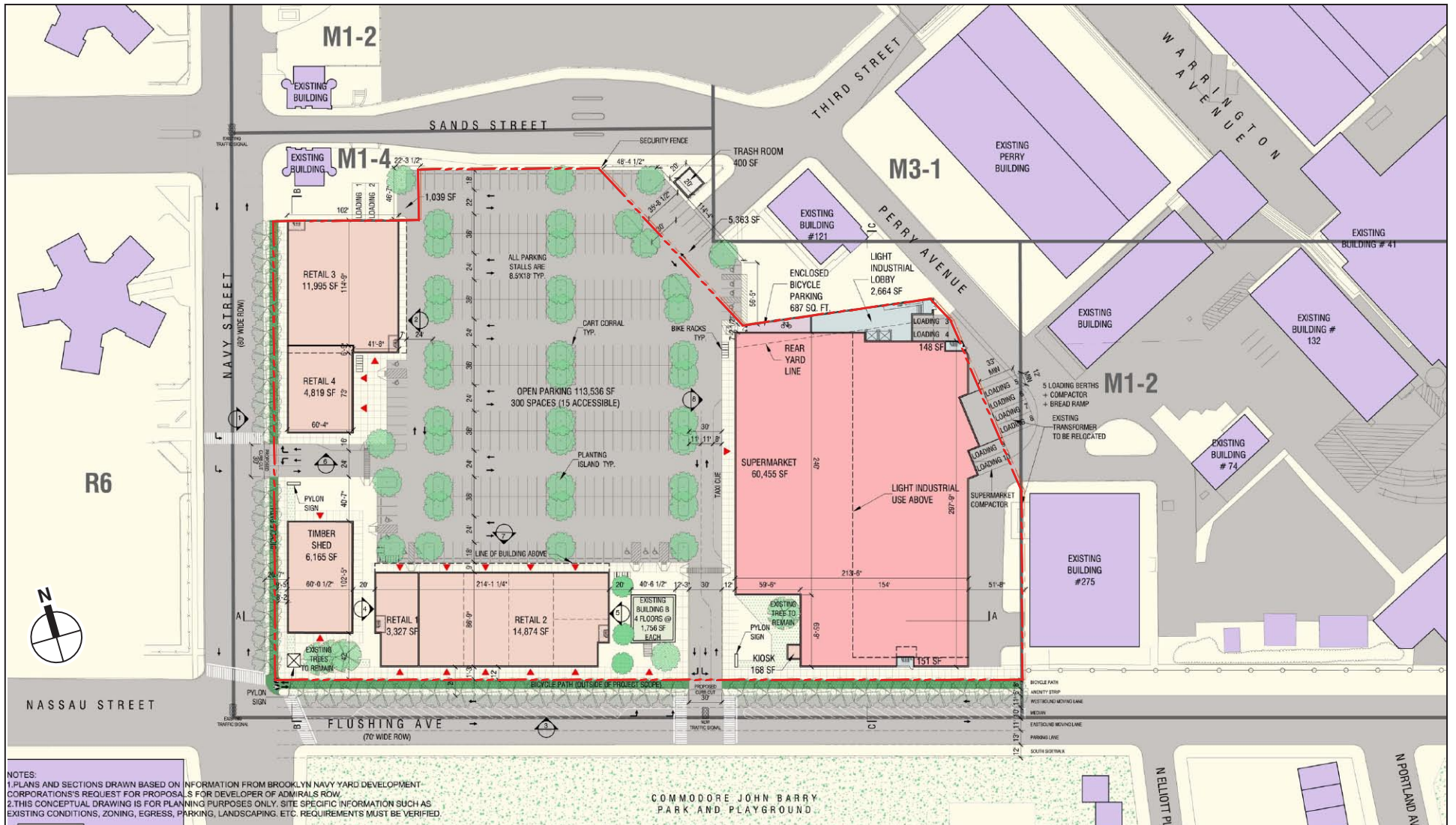


Proposed

- 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





Project Site Boundary

0 100 200 FEET  
SCALE





View of project site from Navy Street 1

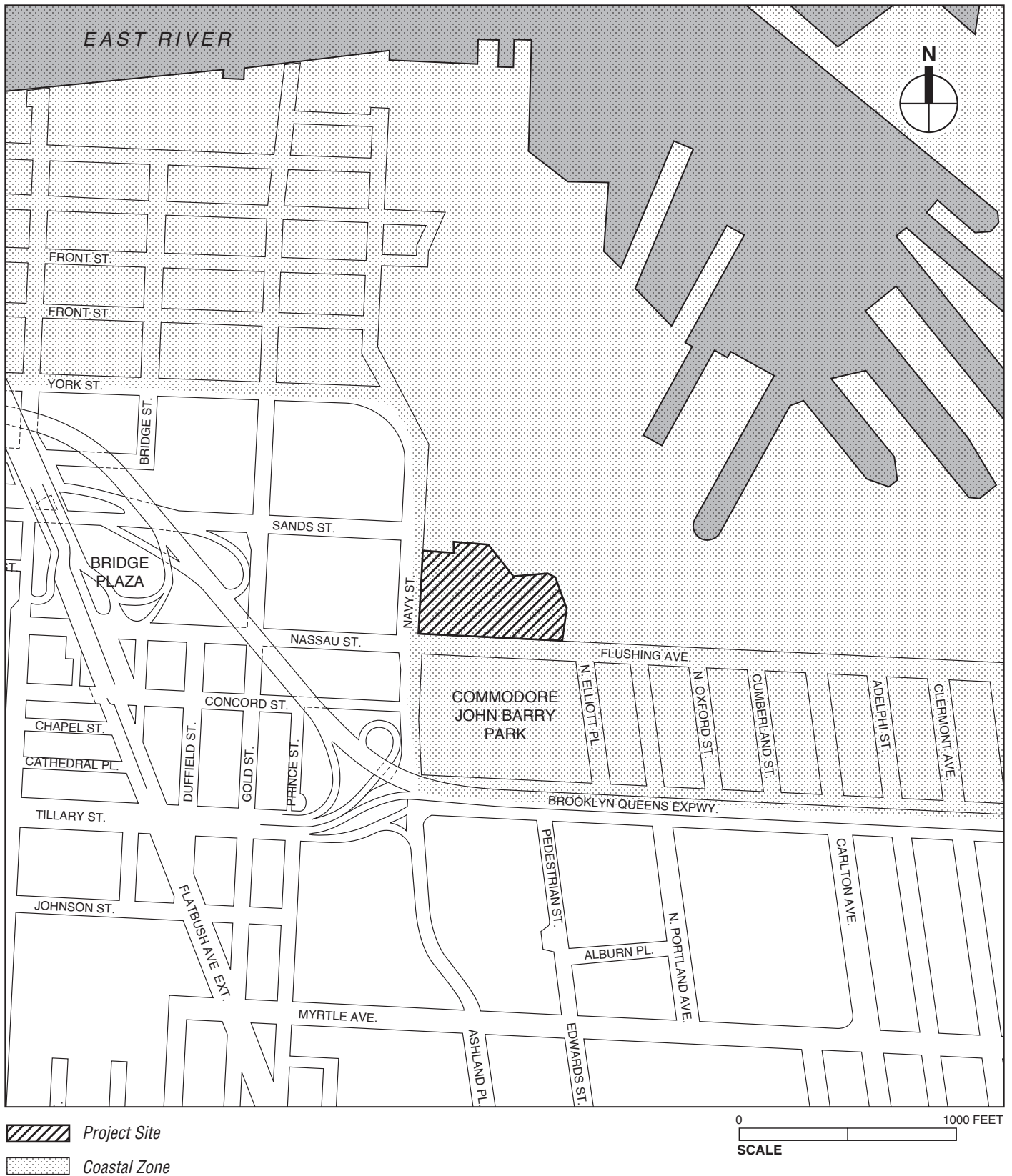




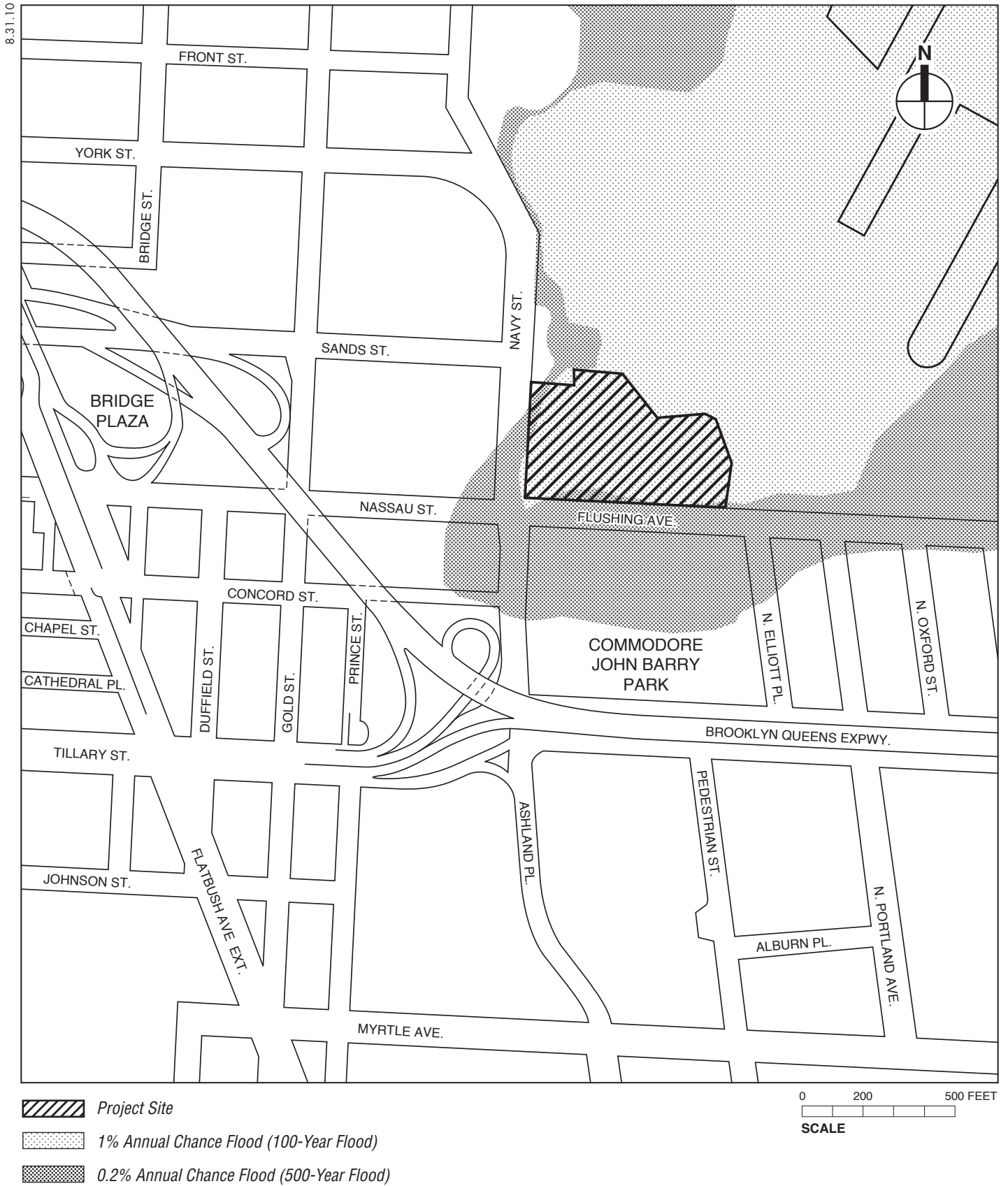
View of project site from Flushing Avenue 2



View of project site buildings from Flushing Avenue 3









## 5. REQUIRED ACTIONS OR APPROVALS

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;
- 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.

**Department of Environmental Protection:** YES ☐ NO ☐

**Other City Approvals:** YES ☐ NO ☐

- |                                                                                                                                      |                                                            |
|--------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
| <input type="checkbox"/> LEGISLATION                                                                                                 | <input type="checkbox"/> RULEMAKING                        |
| <input type="checkbox"/> FUNDING OF CONSTRUCTION; SPECIFY                                                                            | <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES |
| <input type="checkbox"/> POLICY OR PLAN; SPECIFY                                                                                     | <input type="checkbox"/> FUNDING OF PROGRAMS; SPECIFY      |
| <input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL ( <i>not subject to CEQR</i> )                                   | <input type="checkbox"/> PERMITS; SPECIFY:                 |
| <input type="checkbox"/> 384(b)(4) APPROVAL                                                                                          | <input type="checkbox"/> OTHER; EXPLAIN                    |
| <input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) ( <i>not subject to CEQR</i> ) |                                                            |

**6. State or Federal Actions/Approvals/Funding:** YES ☐ NO ☐ IF "YES," IDENTIFY

**7. Site Description:** Except where otherwise indicated, provide the following information with regard to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory controls.

**GRAPHICS** The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11×17 inches in size and must be folded to 8.5 × 11 inches for submission.

- |                                                        |                                     |                                                                                                                                     |
|--------------------------------------------------------|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Site location map             | <input type="checkbox"/> Zoning map | <input type="checkbox"/> Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map |
| <input type="checkbox"/> Sanborn or other land use map | <input type="checkbox"/> Tax map    | <input type="checkbox"/> For large areas or multiple sites, a GIS shape file that defines the project sites                         |

**PHYSICAL SETTING** (both developed and undeveloped areas)

Total directly affected area (sq. ft.):	Type of waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
-----------------------------------------	-----------------------------------------------	----------------------------------------------------

Other, describe (sq. ft.):

**8. Physical Dimensions and Scale of Project** (if the project affects multiple sites, provide the total development below facilitated by the action)

Size of project to be developed: \_\_\_\_\_ (gross sq. ft.)

Does the proposed project involve changes in zoning on one or more sites? YES ☐ NO ☐

If 'Yes,' identify the total square feet owned or controlled by the applicant:

Total square feet of non-applicant owned development:

Does the proposed project involve in-ground excavation or subsurface disturbance, including but not limited to foundation work, pilings, utility lines, or grading? YES ☐ NO ☐

If 'Yes,' indicate the estimated area and volume dimensions of subsurface disturbance (if known):

Area:	sq. ft. (width × length)	Volume:	cubic feet (width × length × depth)
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Does the proposed project increase the population of residents and/or on-site workers? YES ☐ NO ☐ Number of additional residents?

Number of additional workers?

Provide a brief explanation of how these numbers were determined:

Does the project create new open space? YES ☐ NO ☐ If Yes: \_\_\_\_\_ (sq. ft.)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: \_\_\_\_\_ (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: \_\_\_\_\_ (annual BTUs)

**9. Analysis Year** CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL):

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS:

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES ☐ NO ☐

IF MULTIPLE PHASES, HOW MANY PHASES:

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

**10. What is the Predominant Land Use in Vicinity of Project?** (Check all that apply)

☐ RESIDENTIAL ☐ MANUFACTURING ☐ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, Describe:

**DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS**

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	<b>EXISTING CONDITION</b>	<b>NO-ACTION CONDITION</b>	<b>WITH-ACTION CONDITION</b>	<b>INCREMENT</b>
<b>Land Use</b>				
<b>Residential</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following				
No. of dwelling units				
No. of low- to moderate income units				
No. of stories				
Gross Floor Area (sq.ft.)				
Describe Type of Residential Structures				
<b>Commercial</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Describe type (retail, office, other)				
No. of bldgs				
GFA of each bldg (sq.ft.)				
<b>Manufacturing/Industrial</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Type of use				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Open storage area (sq.ft.)				
If any unenclosed activities, specify				
<b>Community Facility</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Type				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
<b>Vacant Land</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, describe:				
<b>Publicly Accessible Open Space</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)				
<b>Other Land Use</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, describe				
<b>Parking</b>				
<b>Garages</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
<b>Parking</b> <i>(continued)</i>				
<b>Lots</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
<b>Other</b> (includes street parking)	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, describe				
<b>Storage Tanks</b>				
<b>Storage Tanks</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes, specify the following:				
Gas/Service stations	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Oil storage facility	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
Other, identify:	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If yes to any of the above, describe:				
Number of tanks				
Size of tanks				
Location of tanks				
Depth of tanks				
Most recent FDNY inspection date				
<b>Population</b>				
<b>Residents</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If any, specify number				
Briefly explain how the number of residents was calculated:				
<b>Businesses</b>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	YES <input type="checkbox"/> NO <input type="checkbox"/>	
If any, specify the following:				
No. and type				
No. and type of workers by business				
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
<b>Zoning*</b>				
Zoning classification				
Maximum amount of floor area that can be developed (in terms of bulk)				
Predominant land use and zoning classifications within a 0.25 mile radius of proposed project				
Attach any additional information as may be needed to describe the project.				
If your project involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include the total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

\*This section should be completed for all projects, except for such projects that would apply to the entire city or to areas that are so extensive that site-specific zoning information is not appropriate or practicable.



## PART II: TECHNICAL ANALYSES

**INSTRUCTIONS:** For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the 'NO' box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the 'YES' box.
- For each 'Yes' response, answer the subsequent questions for that technical area and consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether the potential for significant impacts exists. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to either provide additional information to support the Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response.

	YES	NO
<b>1. LAND USE, ZONING AND PUBLIC POLICY:</b> <a href="#">CEQR Technical Manual Chapter 4</a>		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.		
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the <a href="#">Consistency Assessment Form</a> .		
<b>2. SOCIOECONOMIC CONDITIONS:</b> <a href="#">CEQR Technical Manual Chapter 5</a>		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?		
• Generate a net increase of 200,000 or more square feet of commercial space?		
• Directly displace more than 500 residents?		
• Directly displace more than 100 employees?		
• Affect conditions in a specific industry?		
(b) If 'Yes' to any of the above, attach supporting information to answer the following questions, as appropriate. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.		
<b>(1) Direct Residential Displacement</b>		
• If more than 500 residents would be displaced, would these displaced residents represent more than 5% of the primary study area population?		
• If 'Yes,' is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		
<b>(2) Indirect Residential Displacement</b>		
• Would the expected average incomes of the new population exceed the average incomes of the study area populations?		
• If 'Yes,' would the population increase represent more than 5% of the primary study area population or otherwise potentially affect real estate market conditions?		
• If 'Yes,' would the study area have a significant number of unprotected rental units?		
Would more than 10 percent of all the housing units be renter-occupied and unprotected?		
Or, would more than 5 percent of all the housing units be renter-occupied and unprotected where no readily observable trend toward increasing rents and new market rate development exists within the study area?		

	YES	NO
<b>(3) Direct Business Displacement</b>		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		
• Or, is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?		
<b>(4) Indirect Business Displacement</b>		
• Would the project potentially introduce trends that make it difficult for businesses to remain in the area?		
• Would the project capture the retail sales in a particular category of goods to the extent that the market for such goods would become saturated as a result, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?		
<b>(5) Affects on Industry</b>		
• Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?		
• Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?		
<b>3. COMMUNITY FACILITIES: <a href="#">CEQR Technical Manual Chapter 6</a></b>		
<b>(a)</b> Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?		
<b>(b)</b> Would the project exceed any of the thresholds outlined in <a href="#">Table 6-1 in Chapter 6</a> ?		
<b>(c)</b> If 'No' was checked above, the remaining questions in this technical area do not need to be answered. If 'Yes' was checked, attach supporting information to answer the following, if applicable.		
<b>(1) Child Care Centers</b>		
• Would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?		
• If Yes, would the project increase the collective utilization rate by 5 percent from the No-Action scenario?		
<b>(2) Libraries</b>		
• Would the project increase the study area population by 5 percent from the No-Action levels?		
• If Yes, would the additional population impair the delivery of library services in the study area?		
<b>(3) Public Schools</b>		
• Would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 105 percent?		
• If Yes, would the project increase this collective utilization rate by 5 percent from the No-Action scenario?		
<b>(4) Health Care Facilities</b>		
• Would the project affect the operation of health care facilities in the area?		
<b>(5) Fire and Police Protection</b>		
• Would the project affect the operation of fire or police protection in the area?		
<b>4. OPEN SPACE: <a href="#">CEQR Technical Manual Chapter 7</a></b>		
<b>(a)</b> Would the project change or eliminate existing open space?		
<b>(b)</b> Is the project located within an underserved area in the <a href="#">Bronx</a> , <a href="#">Brooklyn</a> , <a href="#">Manhattan</a> , <a href="#">Queens</a> , or <a href="#">Staten Island</a> ?		
<b>(c)</b> If 'Yes,' would the proposed project generate more than 50 additional residents or 125 additional employees?		
<b>(d)</b> Is the project located within a well-served area in the <a href="#">Bronx</a> , <a href="#">Brooklyn</a> , <a href="#">Manhattan</a> , <a href="#">Queens</a> , or <a href="#">Staten Island</a> ?		
<b>(e)</b> If 'Yes,' would the project generate more than 350 additional residents or 750 additional employees?		
<b>(f)</b> If the project is not located within an underserved or well-served area, would it generate more than 200 additional residents or 500 additional employees?		
<b>(g)</b> If 'Yes' to any of the above questions, attach supporting information to answer the following:		
• Does the project result in a decrease in the open space ratio of more than 5%?		
• If the project is within an underserved area, is the decrease in open space between 1% and 5%?		
• If 'Yes,' are there qualitative considerations, such as the quality of open space, that need to be considered?		

	YES	NO
<b>5. SHADOWS: <a href="#">CEQR Technical Manual Chapter 8</a></b>		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?		
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?		
(c) If 'Yes' to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year.		
<b>6. HISTORIC AND CULTURAL RESOURCES: <a href="#">CEQR Technical Manual Chapter 9</a></b>		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for, or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District? If "Yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
<b>7. URBAN DESIGN AND VISUAL RESOURCES: <a href="#">CEQR Technical Manual Chapter 10</a></b>		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?		
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		
(c) If "Yes" to either of the above, please provide the information requested in <a href="#">Chapter 10</a> .		
<b>8. NATURAL RESOURCES: <a href="#">CEQR Technical Manual Chapter 11</a></b>		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes", complete the <a href="#">Jamaica Bay Watershed Form</a> .		
(b) Does the proposed project site or a site adjacent to the project contain natural resources as defined in <a href="#">Section 100 of Chapter 11</a> ? If "Yes," list the resources: Attach supporting information on whether the proposed project would affect any of these resources.		
<b>9. HAZARDOUS MATERIALS: <a href="#">CEQR Technical Manual Chapter 12</a></b>		
(a) Would the proposed project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?		
(b) Does the proposed project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?		
(d) Does the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?		
(e) Does the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?		
(f) Does the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?		
(g) Does the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?		
(h) Has a Phase I Environmental Site Assessment been performed for the site? If "Yes," were RECs identified? Briefly identify:		
(i) Based on a Phase I Assessment, is a Phase II Assessment needed?		
<b>10. WATER AND SEWER INFRASTRUCTURE: <a href="#">CEQR Technical Manual Chapter 13</a></b>		
(a) Would the project result in water demand of more than one million gallons per day?		
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?		
(c) Is the proposed project located in a <a href="#">separately sewer area</a> and result in the same or greater development than that listed in <a href="#">Table 13-1 in Chapter 13</a> ?		
(d) Does the proposed project involve development on a site five acres or larger where the amount of impervious surface would increase?		
(e) Would the proposed project involve development on a site one acre or larger where the amount of impervious surface would increase and is located within the <a href="#">Jamaica Bay Watershed</a> or in certain <a href="#">specific drainage areas</a> including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek?		
(f) Would the proposed project be located in an area that is partially sewer or currently unsewered?		
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a WWTP and/or generate contaminated stormwater in a separate storm sewer system?		
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		
(i) If "Yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.		
<b>11. SOLID WASTE AND SANITATION SERVICES: <a href="#">CEQR Technical Manual Chapter 14</a></b>		
(a) Would the proposed project have the potential to generate 1000,000 pounds (50 tons) or more of solid waste per week?		
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?		

	YES	NO
<b>12. ENERGY:</b> <a href="#">CEQR Technical Manual Chapter 15</a>		
(a) Would the proposed project affect the transmission or generation of energy?		
<b>13. TRANSPORTATION:</b> <a href="#">CEQR Technical Manual Chapter 16</a>		
(a) Would the proposed project exceed any threshold identified in <a href="#">Table 16-1 in Chapter 16</a> ?		
(b) If "Yes," conduct the screening analyses, attach appropriate back up data as needed for each stage, and answer the following questions:		
(1) Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? If "Yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peakhour. See <a href="#">Subsection 313 in Chapter 16</a> for more information.</i>		
(2) Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? If "Yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?		
(3) Would the proposed project result in more than 200 pedestrian trips per project peak hour? If "Yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?		
<b>14. AIR QUALITY:</b> <a href="#">CEQR Technical Manual Chapter 17</a>		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in <a href="#">Section 210 in Chapter 17</a> ?		
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in <a href="#">Section 220 in Chapter 17</a> ? If "Yes," would the proposed project exceed the thresholds in the <a href="#">Figure 17-3, Stationary Source Screen Graph</a> ? (attach graph as needed)		
(c) Does the proposed project involve multiple buildings on the project site?		
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		
(e) Does the proposed project site have existing institutional controls (e.g. E) designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		
(f) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
<b>15. GREENHOUSE GAS EMISSIONS:</b> <a href="#">CEQR Technical Manual Chapter 18</a>		
(a) Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?		
(b) If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in <a href="#">Chapter 18</a> ?		
(c) If "Yes," attach supporting documentation to answer the following: Would the project be consistent with the City's GHG reduction goal?		
<b>16. NOISE:</b> <a href="#">CEQR Technical Manual Chapter 19</a>		
(a) Would the proposed project generate or reroute vehicular traffic?		
(b) Would the proposed project introduce new or additional receptors (see <a href="#">Section 124 in Chapter 19</a> ) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?		
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?		
(d) Does the proposed project site have existing institutional controls (e.g. E-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?		
(e) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
<b>17. PUBLIC HEALTH:</b> <a href="#">CEQR Technical Manual Chapter 20</a>		
(a) Would the proposed project warrant a public health assessment based upon the guidance in <a href="#">Chapter 20</a> ?		
<b>18. NEIGHBORHOOD CHARACTER:</b> <a href="#">CEQR Technical Manual Chapter 21</a>		
(a) Based upon the analyses conducted for the following technical areas, check Yes if any of the following technical areas required a detailed analysis: Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, Shadows, Transportation, Noise.		
(b) If "Yes," explain here why or why not an assessment of neighborhood character is warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		



	YES	NO
<b>19. CONSTRUCTION IMPACTS:</b> <i>CEQR Technical Manual Chapter 22</i> Would the project's construction activities involve (check all that apply):		
• Construction activities lasting longer than two years;		✓
• Construction activities within a Central Business District or along an arterial or major thoroughfare;	✓	
• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);	✓	
• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;		✓
• The operation of several pieces of diesel equipment in a single location at peak construction;	✓	
• Closure of community facilities or disruption in its service;		✓
• Activities within 400 feet of a historic or cultural resource; or	✓	
• Disturbance of a site containing natural resources.	✓	

If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

An analysis of construction impacts will be provided in the EIS. The analysis will include a discussion of any anticipated closing, narrowing, or impeding of traffic, transit, or pedestrian elements; it will also include a discussion of the construction equipment to be used and any potential related air quality effects. It will discuss measures to be taken with the reconstruction/rehabilitation of the Timber Shed and Building B, as well as measures to protect the mature trees to be preserved on the site.

## 20. APPLICANT'S CERTIFICATION

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the

Brooklyn Navy Yard Development Corporation

of

APPLICANT/SPONSOR

NAME THE ENTITY OR OWNER

the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.

Check if prepared by: ☒ APPLICANT/REPRESENTATIVE OR ☐ LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

Shani Leibowitz

APPLICANT/SPONSOR NAME

LEAD AGENCY REPRESENTATIVE NAME:

SIGNATURE:

DATE:

11/12/2010

**PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.**

## **ADDITIONAL RESPONSES TO EAS FORM QUESTIONS AND PRELIMINARY ANALYSES**

### *Question 1/Land Use, Zoning and Public Policy*

The proposed project would require a rezoning as well as several zoning special permits. The project site is within the City's Waterfront Revitalization Program (WRP) boundaries. Therefore, consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of land use, zoning and public policy will be provided in the EIS. The WRP Consistency Assessment Form (CAF) is included in this EAS as Appendix A. The EIS will assess, for those relevant policies identified on the CAF, the consistency of the project with the WRP. 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.

### *Question 2/Socioeconomic Conditions*

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. The proposed project would not introduce any new residents to the project site, and would not directly displace any commercial, residential, or institutional uses. The *CEQR Technical Manual* states that assessments of indirect residential and business displacement are appropriate where the proposed action would result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood. With respect to this threshold, the manual states that commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts. While collectively the proposed project would develop more than 200,000 square feet of new uses, the proposed project would introduce approximately 136,000 square feet of new retail uses (including a supermarket of approximately 60,000 square feet), which is below the threshold for commercial development different from existing uses that might be expected to have a significant impact in terms of indirect displacement. The light industrial component of the proposed project would not count toward the commercial development threshold; furthermore, it would not introduce new development markedly different from existing uses, as it would be similar to the existing uses in the adjacent Brooklyn Navy Yard industrial park. The project's proposed light industrial uses are different in nature than the proposed new retail uses, and thus would not be expected to have a cumulative effect with the proposed retail on socioeconomic conditions. In addition, since the project would introduce less than 200,000 square feet of local- or regional-serving retail on a single development site, according to *CEQR Technical Manual* guidance, it would not be anticipated to create a retail concentration that may draw a substantial amount of sales from existing business within the study area. Further, the proposed project would not significantly affect business conditions in any specific industry or any category of businesses, nor would it indirectly reduce employment or impair the economic viability of any specific industry or category of business, as such concerns are contemplated by the *CEQR Technical Manual*. Therefore, further analysis of socioeconomic conditions is not warranted in the EIS.

### *Question 5/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. 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, consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of shadows will be provided in the EIS.

### *Question 6A/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 contains 10 mid-to-late 19th century naval officer residences

(Buildings B, C, D, E, F, G, H, I, K and L). The site also contains other historic features, including the mid-19th century Timber Shed, and other, later, 20th century ancillary structures such as detached garages (Buildings 450, 452, 639, 463, 464, 429, 437, and 438), Building J, a public works maintenance building (Building 429), and Building 198. Other elements on the project site that contribute to the district's historic significance include a tennis court, former parade ground and flagpole, streets on the property with mature hardwood trees (including Park Avenue and Park Street), and brick walls and iron fences at the south and west perimeters of the site. Admirals Row has been unused since the 1970s.

Since 2007, consultation among the National Guard Bureau, New York State Historic Preservation Office, Advisory Council on Historic Preservation, and various consulting parties has been proceeding under Section 106 with respect to the federal disposition of the Admirals Row site. The consultation process has involved the preparation of multiple studies to assess the historical and archaeological issues associated with the Admirals Row site. These documents may be found on the following website: <http://www.nan.usace.army.mil/business/buslinks/admiral/index.php>.

An assessment undertaken in 2008 indicated that the original portions of most of the Officers' Quarters (Buildings B, C, D, E, F, G, H, I, K and L) were structurally sound, though with localized deterioration. Buildings C and F, however, were found to show significant structural framing failure. Building C was further determined to not retain historic integrity. Additions built in the first half of the 20th century showed the most structural failure, including collapse. The main section of Building C subsequently collapsed in June 2009. Building 429 has a wood frame roof that is significantly deteriorated and partially collapsed. Building J also is in considerable disrepair and has partially collapsed. Building 198 is proposed for demolition independent of the proposed project, and an MOA for the demolition of this building has been executed among NGB and SHPO, with photo recordation and an architectural description as the stipulated mitigation. The mitigation was submitted to and approved by SHPO in September 2009.

A separate structural conditions assessment for Building B and the Timber Shed was prepared in March 2010. This report indicated that Building B was in structurally sound condition (with the exception of severe deterioration around the windows and a collapsed c. 1940 rear addition), could be stabilized pending the disposition of the property, and that stabilization was required for the protection of the building. As part of the ongoing Section 106 review for the NGB disposition of the project site, a plan for the stabilization of Building B was submitted to SHPO by NGB and approved. The structural conditions assessment also determined that the Timber Shed was structurally unsound and was in imminent danger of collapse. As such, the assessment report recommended that the adjacent Navy Street sidewalk be closed and the wall along Navy Street shored. These measures were undertaken shortly thereafter with approval by SHPO. The NGB has recently indicated to the Section 106 consulting parties that the future of the Timber Shed remains under discussion.

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.

Since the proposed project would involve the demolition of S/NR-eligible buildings on the project site, a detailed analysis of historic and cultural resources will be provided in the EIS.

#### *Question 8B/Natural Resources*

A field survey of the existing natural resources on the project site was conducted on September 24, 2010. During the visit, only upland resources were observed. The site is dominated by what would best be described as a mosaic of habitats falling under the Terrestrial Cultural community designation. These include small areas of Urban Vacant Lot, Paved Road/Path (including a former tennis court), Successional

Old Field, Successional Southern Hardwoods, and for lack of a better descriptor a successional version of the Mowed Lawn with Trees community. The latter covers what used to be the yards around the officers quarters. These areas are now dominated by ivy in place of grass and a mix of planted and volunteer trees and shrubs. The other vegetated habitats are composed of a similar mix of planted and pioneer species varying in composition and dominance.

None of these communities is rare; however, the combination and size of the vegetative communities, which include numerous food sources for wildlife, provide habitat for local, human subsidized, species along with migratory birds. Several species of migrating warblers were observed during the site visit. It is likely that the project site would also host migratory bird species returning to their nesting grounds in the spring.

According to the New York State Department of Environmental Conservation (correspondence dated September 17, 2010), the New York Natural Heritage Program has no records of rare or state-listed animals or plants, significant natural communities, or other significant habitats on or in the immediate vicinity of the project site. Consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of natural resources will be provided in the EIS. A full characterization of the natural resources present on the site, and a discussion of the potential preservation of mature trees along the site's Flushing Avenue frontage, will be provided in the EIS assessment.

#### *Question 9/Hazardous Materials*

To identify any potential environmental concerns resulting from past or current on- and off-site operations, the following reports were reviewed: March 2005 *Phase I Environmental Site Assessment* (ESA) and July 2006 *Phase II Site Assessment*, prepared by Quay Consulting; and May 2010 *Final Asbestos-Containing Materials Survey Report* prepared by CHA. The Phase I included a visual inspection of the project site; a review of available records and historical maps to determine previous on-site and adjacent land uses; and an evaluation of regulatory databases for the project site and neighboring properties. The Phase II included results of laboratory analyses of soil, groundwater, and polychlorinated biphenyl (PCB) wipe samples. The asbestos survey included the results of laboratory analysis of suspect asbestos-containing materials from the Building B and the Timber Shed structures. Consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of hazardous materials will be provided in the EIS. This analysis will summarize the results of the reports noted above, and any other relevant studies that have been prepared for the project site.

#### *Question 10/Water and Sewer Infrastructure*

An analysis of water supply is not warranted, since the proposed project would not result in a demand of more than one million gallons per day and the project site is not located in an area that experiences low water pressure. Consistent with the guidelines of the 2010 *CEQR Technical Manual*, a preliminary assessment of sewer infrastructure will be provided in the EIS. Based on the conclusions of the preliminary sewer infrastructure assessment and review by the New York City Department of Environmental Protection, a more detailed infrastructure analysis may be required. If so, this also will be provided in the EIS.

#### *Question 12/Energy*

The project's projected energy demand was calculated consistent with the methodologies of the *CEQR Technical Manual*. Based on the rates provided in the Manual, the proposed project would be expected to require approximately 96.7 billion British Thermal Units (BTUs) of energy annually. According to the guidance of the *CEQR Technical Manual*, a detailed assessment of energy impacts would only be required for projects that may significantly affect the transmission or generation of energy. The proposed project would not be expected to significantly affect the transmission or generation of energy. In addition, the proposed 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. Other sustainable elements, including elements intended to reduce storm water runoff, are also being considered by the project sponsor.

#### *Question 13/Transportation*

Consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of transportation will be provided in the EIS. A transportation planning assumptions memo that has been prepared for the proposed project is attached as Appendix B.

As detailed in Appendix B, based on preliminary estimates for the redevelopment of Admirals Row, 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. The project also is expected to generate 50 or more vehicles per hour during each of the peak hours through one or more intersections. Therefore, detailed traffic analysis is warranted and will be provided in the EIS. Based on preliminary estimates, the proposed project is expected to generate less than 200 subway trips in all peak hours; therefore, a detailed subway analysis would not be warranted and would not be provided in the EIS. Although it is not considered likely, in the event that preliminary estimates are revised and as a result the proposed project is found to generate 200 or more peak hour subway trips, a project-generated screening assessment of the expected split of subway trips among local subway stations would be prepared. If that screening 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 would be warranted and would be provided in the EIS.

The preliminary estimates also indicate that the proposed project would generate more than 200 total bus trips in the weekday midday, PM, and Saturday midday peak hours and more than 50 bus trips per hour per bus route in each of these three peak hours. These include bus only trips as well as some subway trips generated by the proposed project that would include a bus transfer for travel to and from the project site, given its distance from the closest subway stations. Therefore, detailed bus analysis is warranted in these peak hours and will be provided in the EIS. There are expected to be more than 200 project-generated pedestrian trips in all peak hours. Therefore, detailed pedestrian analysis is warranted and will be provided in the EIS.

As the proposed project would provide 300 accessory parking spaces on-site and additional parking for industrial workers would be provided within the adjacent Brooklyn Navy Yard industrial park, the EIS will provide a parking analysis to determine if the accessory parking to be provided is sufficient to accommodate the projected peak demand.

#### *Question 14/Air Quality*

The proposed project would result in the conditions outlined in Section 210 of Chapter 17 of the 2010 *CEQR Technical Manual*. Specifically, the project-generated vehicle trips would exceed the emissions threshold and potentially the peak vehicle traffic threshold for conducting an air quality analysis of mobile sources. The proposed project would also include a surface parking facility. In addition, the proposed project would result in the conditions outlined in Section 220 in Chapter 17. Specifically, the proposed project would use fossil fuels for heat and hot water systems, and would add community uses within 400 feet of manufacturing uses. Therefore, consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of air quality will be provided in the EIS. The air quality assessment will consider the potential impacts on air quality from project-generated vehicle trips, use of the surface parking facility, heat and hot water systems, and from existing industrial uses on the proposed project.

#### *Question 15/Greenhouse Gas Emissions*

The 2010 *CEQR Technical Manual* notes that while the need for a greenhouse gas (GHG) emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG consistency assessment currently focuses on city capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an

EIS that would result in development of 350,000 square feet or greater (or smaller projects that would result in the construction of a building that is particularly energy-intensive, such as a data processing center or health care facility). The proposed project does not meet this threshold. Furthermore, 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. Therefore, an analysis of GHG emissions is not warranted in the EIS.

*Question 16/Noise*

The proposed project would introduce commercial and community facility/non-profit office uses to the project study area. Consistent with the 2010 *CEQR Technical Manual*, existing noise levels should be measured and compared to the Noise Exposure Guidelines for these types of uses presented in Table 19-2 of the Manual. Depending on the results of the existing noise levels, building attenuation measures, as shown in Table 19-3 of the Manual, may be warranted. Additionally, the proposed project may generate sufficient traffic to result in a significant noise impact (i.e., doubling of Noise PCEs). Therefore, consistent with the guidelines of the 2010 *CEQR Technical Manual*, an assessment of noise will be provided in the EIS. The noise analysis will include a screening analysis to determine whether project-generated traffic would be sufficiently large to have the potential for causing significant increases in noise levels. The analysis will also determine whether any attenuation measures may be warranted for the proposed and renovated buildings.

**PART III: DETERMINATION OF SIGNIFICANCE (To Be Completed By Lead Agency)****INSTRUCTIONS:**

In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY §6-06 (Executive Order 91 of 1977, as amended) which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant effect on the environment. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.	<b>Potential Significant Adverse Impact</b>	
<b>IMPACT CATEGORY</b>	<b>YES</b>	<b>NO</b>
<b>Land Use, Zoning, and Public Policy</b>	✓	
<b>Socioeconomic Conditions</b>		✓
<b>Community Facilities and Services</b>		✓
<b>Open Space</b>	✓	
<b>Shadows</b>	✓	
<b>Historic and Cultural Resources</b>	✓	
<b>Urban Design/Visual Resources</b>		✓
<b>Natural Resources</b>	✓	
<b>Hazardous Materials</b>	✓	
<b>Water and Sewer Infrastructure</b>	✓	
<b>Solid Waste and Sanitation Services</b>		✓
<b>Energy</b>		✓
<b>Transportation</b>	✓	
<b>Air Quality</b>	✓	
<b>Greenhouse Gas Emissions</b>		✓
<b>Noise</b>	✓	
<b>Public Health</b>		✓
<b>Neighborhood Character</b>	✓	
<b>Construction Impacts</b>	✓	
2. Are there any aspects of the project relevant to the determination whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the project may have a significant impact on the environment.		

**3. LEAD AGENCY'S CERTIFICATION**

Assistant to the Mayor

Office of the Deputy Mayor for Economic Development

TITLE

LEAD AGENCY

Robert R. Kulikowski, Ph.D.

NAME

SIGNATURE

11.12.10

☐ Check this box if the lead agency has identified one or more potentially significant adverse impacts that **MAY** occur.

☐ Issue **Conditional Negative Declaration**

A **Conditional Negative Declaration (CND)** may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements in 6 NYCRR Part 617.

☐ Issue **Positive Declaration** and proceed to a draft scope of work for the Environmental Impact Statement.

If the lead agency has determined that the project may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency issues a **Positive Declaration**.

### NEGATIVE DECLARATION (To Be Completed By Lead Agency)

#### Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6NYCRR, Part 617, State Environmental Quality Review, the [ ] assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the [ ] has determined that the proposed project would not have a significant adverse impact on the environment.

#### Reasons Supporting this Determination

The above determination is based on information contained in this EAS that finds, because the proposed project:

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

\_\_\_\_\_  
TITLE

\_\_\_\_\_  
LEAD AGENCY

\_\_\_\_\_  
NAME

\_\_\_\_\_  
SIGNATURE

**APPENDIX A**  
**COASTAL ASSESSMENT FORM**



For Internal Use Only:

WRP no. \_\_\_\_\_

Date Received: \_\_\_\_\_

DOS no. \_\_\_\_\_

## NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed action subject to CEQR, ULURP, or other Local, State or Federal Agency Discretionary Actions that are situated within New York City's designated Coastal Zone Boundary must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)*. The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and approved in coordination with local, state and Federal laws and regulations, including the State's Coastal Management Program (Executive Law, Article 42) and the Federal Coastal Zone Management Act of 1972 (P.L. 92-583). As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other State Agency or the New York City Department of City Planning in its review of the applicant's certification of consistency.

### A. APPLICANT

1. Name:

**Brooklyn Navy Yard Development Corporation (BNYDC)**

Address:

**63 Flushing Avenue, Unit 300, Building 292, 3rd floor, Brooklyn, NY 11205**

3. Telephone:

**718.907.5955**

Fax:

**718.643.9296**

E-mail Address:

**sliebowitz@brooklynnavyyard.com**

4. Project site owner:

**United States Department of the Army--The National Guard Bureau**

### B. PROPOSED ACTIVITY

1. Brief description of activity:

**BNYDC is proposing a mixed-use development project called Admirals Row Plaza on a 6.07-acre site at the corner of Navy Street and Flushing Avenue in the Borough of Brooklyn, Block 2023, Lot 50. The proposed project 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. Parking for the new light industrial space would be provided in existing parking areas inside the adjacent Brooklyn Navy Yard 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.<sup>1</sup> The proposed project would result in the demolition of the remainder of the existing structures located on the project site.**

2. Purpose of activity:

**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.**

<sup>1</sup> The National Guard Bureau has recently indicated to the Section 106 consulting parties that the future of the Timber Shed remains under discussion.  
WRP consistency form – January 2003

## Proposed Activity Cont'd

- |                                                  |                 |
|--------------------------------------------------|-----------------|
| 3. Location of activity:                         | Borough:        |
| <b>Corner of Navy Street and Flushing Avenue</b> | <b>Brooklyn</b> |
- 
- Street Address or Site Description:  
**Corner of Navy Street and Flushing Avenue (Block 2023, Lot 50)**
- 
4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:  
**The National Guard Bureau proposes to dispose of the site to the City of New York**
- 
5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).  
**Yes. The developer intends to apply for funding from the New York Healthy Food & Healthy Communities Fund, which is administered by not-for-profit entities using grant money from New York State.**
- 
- |                                                                                                                                                                            |            |                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|-----------------|
| 6. Will the proposed project result in any large physical change to a site within the coastal area that will require the preparation of an environmental impact statement? | <b>Yes</b> | <b>No</b>       |
| If yes, identify Lead Agency:                                                                                                                                              | <u>✓</u>   | <u>        </u> |
- 
- Office of the Deputy Mayor for Economic Development**
- 
7. Identify City discretionary actions, such as **zoning amendment or adoption of an urban renewal plan**, required for the proposed project.  
**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**  
**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**  
**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**
- 

## C. COASTAL ASSESSMENT

The following questions represent, in a broad sense, the policy of the WRP. The number in the parentheses after each question indicated the policy or policies that are the focus of the question. A detailed explanation of the Waterfront Revitalization Program and its policies are contained in the publication the *New York City Waterfront Revitalization Program*.

Check either "Yes" or "No" for each of the following questions. Once the checklist is completed, assess how the proposed project affects the policy or standards indicated in "( )" after each question with a Yes response. Explain how the action is consistent with the goals of the policy or standard.

Location Questions:	Yes	No
1. Is the project site on the waterfront or at the water's edge?	<u>        </u>	<u>✓</u>
2. Does the proposed project require a waterfront site?	<u>        </u>	<u>✓</u>
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?	<u>        </u>	<u>✓</u>

Policy Questions:		Yes	No
<p>The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each questions indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.</p> <p>Check either “Yes” or “No” for each of the following questions. For all “yes” responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.</p>			
4.	Will the proposed project result in revitalization or redevelopment of a deteriorated or under- used waterfront site? (1)		✓
5.	Is the project site appropriate for residential or commercial redevelopment? (1.1)		
	<b>The proposed project’s consistency with Policy 1.1 will be addressed in the EIS.</b>	✓	
6.	Will the action result in a change in scale or character of a neighborhood? (1.2)		✓
7.	Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)		✓
8.	Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)		✓
9.	Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)		✓
10.	Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)		✓
11.	Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)		✓
12.	Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)		✓
13.	Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)		✓
14.	Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)		✓
15.	Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)		✓
16.	Would the proposed project create any conflicts between commercial and recreational boating? (3.2)		✓
17.	Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)		✓
18.	Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound-East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)		✓
19.	Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitats? (4.1)		✓
20.	Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1 and 9.2)		✓
21.	Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)		
	<b>The project site is in close proximity to the East River. Therefore, although there are no regulated tidal or freshwater wetlands within the confines of the project site, the proposed project’s consistency with Policy 4.2 will be addressed in the EIS.</b>	✓	
22.	Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)		To be determined

Policy Questions (con't)		Yes	No
23.	Would the action have any effects on commercial or recreational use of fish resources? (4.4)	<hr/>	<hr/> ✓
24.	Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)	<hr/>	<hr/> ✓
25.	Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)	<hr/>	<hr/> ✓
26.	Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)	<hr/>	<hr/> ✓
27.	Will any activity associated with the project generate nonpoint source pollution? (5.2)	<hr/>	<hr/> ✓
28.	Would the action cause violations of the National or State air quality standards? (5.2)	<b>To be determined in EIS.</b>	
29.	Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)	<hr/>	<hr/> ✓
30.	Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)	<hr/>	<hr/> ✓
31.	Would the proposed action have any effects on surface or ground water supplies? (5.4)	<hr/>	<hr/> ✓
32.	Would the action result in any activities within a Federally designated flood hazard area or State designated erosion hazards area? (6)	<hr/>	<hr/>
	<b>The majority of the project site lies within the 100-year flood boundary. Therefore, the proposed project's consistency with Policy 6 will be addressed in the EIS.</b>	<hr/> ✓	<hr/>
33.	Would the action result in any construction activities that would lead to erosion? (6)	<hr/>	<hr/> ✓
34.	Would the action involve construction or reconstruction of flood or erosion control structure? (6.1)	<hr/>	<hr/> ✓
35.	Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	<hr/>	<hr/> ✓
36.	Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)	<hr/>	<hr/> ✓
37.	Would the proposed project affect a non-renewable source of sand? (6.3)	<hr/>	<hr/> ✓
38.	Would the action result in shipping, handling, or storing of solid wastes; hazardous materials, or other pollutants? (7)	<hr/>	<hr/> ✓
39.	Would the action affect any sites that have been used as landfills? (7.1)	<hr/>	<hr/> ✓
40.	Would the action result in development of a site that may contain contamination or has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)	<hr/>	<hr/>
	<b>The historical uses and conditions on and off the project site indicate the potential for the presence of hazardous materials. Therefore, the proposed project's consistency with Policy 7.2 will be addressed in the EIS.</b>	<hr/> ✓	<hr/>
41.	Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)	<hr/>	<hr/> ✓
42.	Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)	<hr/>	<hr/> ✓
43.	Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)	<hr/>	<hr/>
	<b>The project site is located across the street from city-owned parkland. Therefore, the proposed project's consistency with Policy 8 will be addressed in the EIS.</b>	<hr/> ✓	<hr/>

**Policy Questions cont'd:****Yes****No**

- |     |                                                                                                                                                                                                                                                                                                                                                           |                                                  |                                                  |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|--------------------------------------------------|
| 44. | Would the action result in the provision of open space without the provision for its maintenance? (8.1)                                                                                                                                                                                                                                                   | <u>                    </u>                      | <u>                    ✓                    </u> |
| 45. | Would the action result in any development along the shoreline but NOT include new water enhanced or water dependent recreational space? (8.2)                                                                                                                                                                                                            | <u>                    </u>                      | <u>                    ✓                    </u> |
| 46. | Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)                                                                                                                                                                                                                                                             | <u>                    </u>                      | <u>                    ✓                    </u> |
| 47. | Does the proposed project involve publically owned or acquired land that could accommodate waterfront open space or recreation? (8.4)                                                                                                                                                                                                                     | <u>                    </u>                      | <u>                    ✓                    </u> |
| 48. | Does the project site involve lands or waters held in public trust by the state or city? (8.5)                                                                                                                                                                                                                                                            | <u>                    </u>                      | <u>                    ✓                    </u> |
| 49. | Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)                                                                                                                                                                                                                                           | <u>                    </u>                      | <u>                    ✓                    </u> |
| 50. | Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)<br><b>The project site is surrounded by fencing and includes several deteriorating buildings, which degrade the area's scenic quality. Therefore, the proposed project's consistency with Policy 9.1 will be addressed in the EIS.</b> | <u>                    ✓                    </u> | <u>                    </u>                      |
| 51. | Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)<br><b>The Proposed Project would result in the demolition of existing historic buildings on the project site. Therefore, the proposed project's consistency with Policy 10 will be addressed in the EIS.</b>                          | <u>                    ✓                    </u> | <u>                    </u>                      |
| 52. | Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)                                                                                                                                        | <u>                    </u>                      | <u>                    ✓                    </u> |

**D. CERTIFICATION**

The applicant must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: Linh Do

Address: AKRF, Inc., 440 Park Avenue South, 7th Floor, New York, NY 10016

Telephone (646) 388-9723

Applicant/Agent Signature: \_\_\_\_\_ Date: \_\_\_\_\_



**APPENDIX B**  
**TRANSPORTATION PLANNING ASSUMPTIONS AND PRELIMINARY TRAVEL**  
**DEMAND FORECAST**



Philip Habib & Associates

Engineers and Planners • 226 West 26<sup>th</sup> Street • New York, NY 10001 • 212 929 5656 • 212 929 5605 (fax)

## TECHNICAL MEMORANDUM

**TO:** Naim Rasheed; NYC Department of Transportation

**CC:** Robert Kulikowski, Ph.D.; Mayor's Office of Environmental Coordination  
Shani Leibowitz, Bernard Dushman, Esq.; Brooklyn Navy Yard  
Jeff Gracer, Esq., Elizabeth Knauer, Esq.; Sive Paget & Riesel P.C.  
Linh Do, Jennifer Morris, Judita Eisenberger; AKRF, Inc.

**FROM:** Philip Habib/Larry Leung; PHA

**DATE:** November 11, 2010 (revised)

**PROJECT:** Admirals Row Plaza (PHA No. 1017)

**RE:** Transportation Planning Assumptions and Preliminary Travel Demand Forecast

This memorandum summarizes the transportation planning assumptions to be used for the EIS analyses of traffic, parking, transit and pedestrian conditions for the *Admirals Row Plaza* project. The proposed project includes a development with approximately 136,000 gsf of retail center space which would include specialty retail, neighborhood retail, and a supermarket; an approximately 7,000 gsf community facility/office use; and approximately 126,000 gsf of light industrial use. The proposed project would generate additional vehicular travel and increase demand for parking, as well as pedestrian traffic and subway and bus riders. Figure 6 of the EAS, the Preliminary Draft Site Plan, shows the layout of the uses on the project site at the corner of Flushing Avenue and Navy Street. The site would include approximately 300 surface accessory parking spaces and is expected to have vehicular entrances/exits on both streets. Parking for the industrial use would be provided within the existing Navy Yard industrial park and accessed via the Sands Street entrance to the Navy Yard, located at the intersection of Sands Street and Navy Street immediately north of the project site. Similarly, loading berths for both the retail center and industrial uses would be accessed via the Sands Street entrance.

### TRANSPORTATION PLANNING FACTORS

The travel demand forecast focuses on the project's weekday AM (8-9), midday (12-1) and PM (5-6) and Saturday midday (1-2) peak periods. The transportation planning factors used to forecast changes in travel demand during these periods are summarized in Table 1. The trip generation rates, temporal distributions and mode choice factors for the retail center shown in Table 1 are based on the 2010 *CEQR Technical Manual* and PHA's survey of the Rego Center Mall in 2010. Of particular note is that on a typical weekday approximately 37 percent of the specialty retail and supermarket demands

are expected to access the site by auto or taxi, while during a typical Saturday approximately 41 percent of this demand is expected to access the site by auto or taxi. The remainder is distributed among transit and walk modes.

Weekday and Saturday industrial trip rates were calculated based on the Hudson Square Rezoning FEIS (2003) and the *Institute of Transportation Engineers (ITE) Trip Generation Handbook* rates for Light Industrial uses (Land Use Code 110) for 126,000 gsf, respectively. Modal choice factors for industrial uses were derived from the 2000 Census reverse-journey-to-work data for this area.

It should be noted that 15 percent of the project trips were estimated to be linked, while 10% of the supermarket auto demand is assumed to be pass-by trips from Flushing Avenue. Pass-by trips are trips assumed to already be in the network that would stop at the project site.

## **TRIP GENERATION**

Table 2 provides the overall resulting Build trip generation and weekday and Saturday peak hour demands for each mode of transportation (person and vehicle trips). As shown in Table 2, after accounting for the linked and pass-by trips, the proposed project under Build conditions would generate a total net increase of approximately 194 vehicle trips in the AM peak hour 276 vehicle trips in the midday peak hour, 308 in the PM peak hour and 292 in the Saturday midday peak hour (in and out combined).

Peak hour transit person trips would increase by 284, 490, 568, and 515 during these periods, respectively. This demand is a combination of subway as well as bus only trips. The project site is served by three bus routes (B57, B62 & B69). As shown in Table 2, the proposed project would generate a total of 119, 192, 215, and 176 peak hour subway trips in the four respective peak hours. As also shown in the table, the proposed project would generate a total of 165, 298, 353, and 339 peak hour bus-only trips in each of the four respective peak hours. It should be noted that the Navy Yard currently runs a subway shuttle to various stations in the area during the AM and PM peak hours. This includes service to the following stations: Jay Street/Borough Hall (A, C, F), Court Street/Borough Hall Complex (2, 3, 4, 5, R), and York Street (F). Therefore, most subway trips are expected to include a connection to the Navy Yard subway shuttle during the AM and PM peaks hours, while during the weekday midday and Saturday midday peak hours, some subway trips would include a transfer to a bus route while others would walk between the project site and nearby subway stations.

As the proposed project would not generate 200 or more person trips at any subway station in any peak hour, detailed subway analysis is not warranted and no significant adverse subway impacts would be expected to occur. As the proposed project would generate more than 200 bus trips per hours in all peak hours, except for the AM peak hour, the detailed transit analysis will focus only on bus operations in the weekday midday, PM, and Saturday midday peak hours.

The net incremental trips made by walking or by other modes that include a walk component would increase by 633 in the AM peak hour, 2067 in the midday peak hour 1562 in the PM peak hour and 1605 in the Saturday midday peak hour. Since these overall walking trips are greater than the 200 trips per hour, a detailed analysis is

warranted. This analysis would focus on sidewalks, corners and crosswalks in the immediate area adjacent to the project site along both Navy Street and Flushing Avenue, including the Navy Street/Flushing Avenue intersection as well as the proposed new signalized site entry on Flushing Avenue.

## **TRAFFIC NETWORK**

The proposed project would generate worker and shopper vehicle trips that would access the site from the north using local streets such as Navy Street and Sands Street. Access from the south to the project site would be from Flatbush Avenue, Carlton Avenue or Vanderbilt Avenue. Access from the east to the project site would be from Flushing Avenue, Park Avenue or Myrtle Avenue and access from the west to the project site would be from Tillary Street. The traffic assignment patterns are shown in Figure 1. The patterns are based on population data from the 2000 Census and the likely routes in the roadway network that would be used to travel between the project site and surrounding areas, including major access points to the Vinegar Hill/Navy Yard area. The figure provides discrete assignment patterns for the retail center trips on the one hand and the industrial and community facility/office trips on the other. Most retail center vehicle trips are expected to have origins and destinations nearby and would travel only on local streets, with only approximately 8 percent of trips traveling via the Brooklyn-Queens Expressway or the Manhattan Bridge. By contrast, based on reverse journey-to-work Census data for Census tracts in the vicinity of the site, a majority of the industrial and community facility/office vehicle trips are expected to have origins and destinations outside the local area, with approximately 80 percent of trips traveling via the Brooklyn-Queens Expressway or the Manhattan Bridge.

The vehicle trips generated by the proposed project identified in Table 2 were assigned to the area roadways per the assignment patterns in Figure 1 in order to assess any traffic impacts of the proposed project. Figure 2 shows the resulting incremental traffic volumes and the proposed intersections to be analyzed for the proposed project. As shown in Figure 2, 10 existing intersections would be analyzed to determine if any impact may result from the proposed project. These intersections were identified as those likely to have incremental demand of near or over 50 vehicles per hour in any of the four peak hours. Auto trips generated by the retail center and community facility/office uses were assigned to the project site driveways, using the Flushing Avenue or Navy Street access points depending on trip origin/destination. Auto trips generated by the industrial uses as well as all truck trips were assigned to enter the Navy Yard via the Sands Street and Navy Street intersection. Taxi trips were assigned to one of the site's frontages based on trip origin/destination patterns.

### **New Signal Controlled Intersection**

As part of the proposed project, the new project site driveway on Flushing Avenue, located midblock between Navy Street and N. Elliot Place and across the street from Commodore John Barry Park, would be signal-controlled (pursuant to a signal warrant study). The new driveway on Navy Street, located midblock between Nassau Street/Flushing Avenue and Sands Street would function as a typical mid-block driveway with a stop sign on the driveway approach. The Navy Street driveway is unlikely to warrant a new traffic signal given its close proximity to the two bounding signalized cross-street intersections and the relatively low volumes on this block of Navy Street.

The EIS will present information on the planned signal-controlled intersection at the project site driveway and Flushing Avenue. This will include information on the signal plan which will be designed so that the new intersection would operate at an acceptable level of service.

## **TRAFFIC DATA COLLECTION**

Figure 2 shows the 10 intersections where manual traffic counts were conducted during the weekday AM, midday, PM and Saturday midday peak periods. Also shown in this figure are the seven ATR count locations. Manual traffic counts were conducted on Tuesday, May 25, 2010 for the weekday AM peak period between the hours of 7:30 AM and 9:30 AM, midday peak period between 11:30AM and 1:30PM and the PM peak period between 4:30PM and 6:30PM. The manual traffic counts for the Saturday midday peak period were conducted on Saturday, May 22, 2010 between 12:30AM – 2:30PM. ATR data were collected from Friday, May 21, 2010 through Tuesday, June 1, 2010. Pedestrian counts will be conducted along Navy Street and Flushing Avenue directly adjacent to the project site in October 2010.

## **PARKING**

The parking studies will focus on the amount of parking to be provided as part of the proposed development, and its ability to accommodate the projected parking demand. A preliminary parking demand forecast for the proposed project has been prepared for weekdays and Saturdays. It should be noted that all light industrial parking demand would use Navy Yard spaces, while the retail center and community facility/office demand would park in the retail center's parking lot. The parking forecasts, including hourly vehicle entry, exit, and parking accumulation pattern are presented in Table 3 for weekdays and in Table 4 for Saturdays. As shown in Table 3, project-generated peak parking demand would occur in the weekday afternoon from 1-2 PM when it would peak at approximately 254 vehicles (split between retail center and industrial), while on Saturday the parking demand would peak at about 274 spaces (primarily retail). As also shown in Tables 3 and 4, in the on-site retail center parking lot, maximum accumulation would be 149 vehicles on weekdays and 233 on Saturdays. All projected parking demand would be accommodate on-site (with industrial parking demand accommodated in Navy Yard spaces) and therefore off-site parking analyses, off-street and curbside, are not warranted.

**TABLE 1**  
**PRELIMINARY TRANSPORTATION PLANNING ASSUMPTIONS**

<b>Land Use:</b>	<b><u>Specialty Retail</u></b>		<b><u>Local Retail</u></b>		<b><u>Employment Office</u></b>		<b><u>Industrial /Light Manufacturing</u></b>		<b><u>Supermarket</u></b>	
<b>Size/Units:</b>	26,000	gsf	50,000	gsf	7,000	gsf	126,000	gsf	60,000	gsf
<b>Trip Generation:</b>	(1)		(1)		(5)		(7)		(1)	
Weekday	78.2		205		Staff 10	Visitors 33.6	9.5		175	
Saturday	92.5		205		4.3	14.5	2.8		231	
					per 1,000 sf		per 1,000 sf		per 1,000 sf	
<b>Temporal Distribution:</b>	(1)		(1)		(5)		(7)		(1)	
AM	3.0%		3.0%		24.0%	6.0%	13.2%		5.0%	
MD	9.0%		19.0%		17.0%	9.0%	10.6%		6.0%	
PM	9.0%		10.0%		24.0%	5.0%	13.9%		10.0%	
Sat MD	11.0%		10.0%		17.0%	9.0%	10.6%		9.0%	
<b>Modal Splits:</b>	(2)		(1)		(5,6)		(6)		(2)	
	AM/MD/PM	SAT	All period		All Period		All period		AM/MD/PM	SAT
Auto	36.0%	40.0%	2.0%		57.0% 25.0%		57.0%		36.0%	40.0%
Taxi	1.0%	1.0%	3.0%		1.0% 25.0%		1.0%		1.0%	1.0%
Subway	13.0%	10.0%	4.0%		25.0% 29.0%		25.0%		13.0%	10.0%
Bus	27.0%	22.0%	6.0%		10.0% 11.0%		10.0%		27.0%	22.0%
Walk/Ferry/Other	23.0%	27.0%	85.0%		7.0% 10.0%		7.0%		23.0%	27.0%
	100.0%	100.0%	100.0%		100.0% 100.0%		100.0%		100.0%	100.0%
<b>In/Out Splits:</b>	(2,3)		(1)		(5)		(7)		(8)	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
AM	61%	39%	50%	50%	96.0%	4.0%	88%	12%	61%	39%
MD	55%	45%	50%	50%	39.0%	61.0%	47%	53%	50%	50%
PM	47%	53%	50%	50%	5.0%	95.0%	12%	88%	51%	49%
Sat MD	52%	48%	50%	50%	60.0%	40.0%	47%	53%	50%	50%
<b>Vehicle Occupancy:</b>	(3)	(3)	(3)		(5)		(7)		(9)	
Auto	2.00	2.70	2.00		1.00	1.65	1.30		2.00	
Taxi	2.00	2.80	2.00		1.40	1.20	1.30		2.00	
<b>Truck Trip Generation:</b>	(1)		(1)		(1)		(4)		(10)	
	0.35		0.35		0.32		0.68		1.20	
	0.04		0.04		0.01		0.20		0.24	
	per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf		per 1,000 sf	
	(1)		(1)		(1)		(4)		(8)	
AM	8.0%		8.0%		10.0%		14.0%		3.0%	
MD	11.0%		11.0%		11.0%		8.6%		6.0%	
PM	2.0%		2.0%		2.0%		1.0%		7.0%	
Sat MD	11.0%		11.0%		11.0%		1.0%		5.6%	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
AM/MD/PM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Notes :

- (1) 2010 CEQR Technical Manual . Modal Split for local retail based on 2000 CEQR Technical Manual.
- (2) Based on survey conducted at Rego Park Mall 2 at May 26,2010 & June 5,2010
- (3) Atlantic Center Plaza EIS.
- (4) Curbside Pickup & Delivery Operations & Arterial Traffic Impact, FHWA, February 1981.
- (5) Dutch Kills 2008.
- (6) Based on 2000 census reverse-journey-to-work data for tract 23,25,29.01,29.02,543.
- (7) Based on data for Land Use 110 (Light Industrial) from "ITE Trip Generation", 8th Edition. Weekday person trip rate : 1.3 x 6.97/ 0.95.
- (8) Van Cortlandt Center EAS ,2006. Base on 22,000 weekly shopping transactions.
- (9) Based on PHA Pathmark survey at Atlantic Center, Brooklyn December 1997, adjusted to local conditions.
- (10) Springfield Gardens Pathmark EAS, February, 1995.



TABLE 2  
PRELIMINARY TRASPORTATION PLANNING FACTORS

Land Use:		<u>Specialty Retail</u>		<u>Local Retail</u>		<u>Employment Office</u>		<u>Industrial /Light Manufacturing</u>		<u>Supermarket</u>		<u>Total (Before Linked Trips)</u>		<u>Total (After Linked Trips)*</u>	
Size/Units:		26,000	gsf	50,000	gsf	7,000	gsf	126,000	gsf	60,000	gsf				
Peak Hour Trips:						Staffs		Visitors							
AM		61		308		17		14		159		525		1,083	866
MD		183		1,948		12		21		127		630		2,921	2337
PM		183		1,025		17		12		167		1,050		2,454	1963
Sat MD		265		1,025		5		9		37		1,247		2,588	2071
Person Trips:						Staff		Visitors							
		<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
AM	Auto	13	9	3	3	9	0	3	1	80	11	115	74	223	98
	Taxi	0	0	5	5	0	0	3	0	1	0	3	2	12	7
	Subway	5	3	6	6	4	0	4	1	35	6	42	27	96	43
	Bus	10	6	9	9	2	0	1	0	14	2	86	55	122	72
	Walk/Ferry/Other	2	5	131	131	1	1	1	0	10	1	74	47	226	185
	Total	37	23	154	154	16	1	12	2	140	20	320	205	679	405
MD	Auto	36	30	19	19	3	4	2	3	34	38	113	113	207	207
	Taxi	1	1	29	29	0	0	2	3	1	1	3	3	36	37
	Subway	13	11	39	39	1	2	2	5	15	17	41	41	111	115
	Bus	27	22	58	58	0	1	1	1	6	7	85	85	177	174
	Walk/Ferry/Other	23	19	828	828	1	1	1	1	4	5	72	72	929	926
	Total	100	83	973	973	5	8	8	13	60	68	314	314	1,460	1,459
PM	Auto	31	35	10	10	0	9	0	3	11	84	193	185	245	326
	Taxi	1	1	15	15	0	0	0	3	0	1	5	5	21	25
	Subway	11	13	21	21	0	4	1	3	5	37	70	67	108	145
	Bus	23	26	31	31	0	2	0	1	2	15	145	139	201	214
	Walk/Ferry/Other	20	22	436	436	1	1	0	1	1	10	123	118	581	588
	Total	86	97	513	513	1	16	1	11	19	147	536	514	1,156	1,298
Sat MD	Auto	55	51	10	10	2	1	1	1	10	11	249	249	327	323
	Taxi	1	1	15	15	0	0	1	1	0	0	6	6	23	23
	Subway	14	13	21	21	1	1	2	1	4	5	62	62	104	103
	Bus	30	28	31	31	0	0	1	0	2	2	137	137	201	198
	Walk/Ferry/Other	37	34	436	436	1	0	1	0	1	1	168	168	644	639
	Total	137	127	513	513	4	2	6	3	17	19	622	622	1,299	1,286
Vehicle Trips :		<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
AM	Auto (Total)	7	5	2	2	9	0	2	1	62	8	58	37	140	53
	Taxi	0	0	3	3	0	0	3	0	1	0	2	1	9	4
	Taxi Balanced	0	0	6	6	0	0	3	3	1	1	3	3	13	13
	Truck	0	0	1	1	0	0	0	0	6	6	1	1	8	8
	Total	7	5	9	9	9	0	5	4	69	15	62	41	161	74
MD	Auto (Total)	18	15	10	10	3	4	1	2	26	29	57	57	115	117
	Taxi	1	1	15	15	0	0	2	3	1	1	2	2	21	22
	Taxi Balanced	2	2	30	30	0	0	5	5	2	2	4	4	43	43
	Truck	1	1	1	1	0	0	0	0	4	4	2	2	8	8
	Total	21	18	41	41	3	4	6	7	32	35	63	63	166	168
PM	Auto (Total)	16	18	5	5	0	9	0	2	8	65	97	93	126	192
	Taxi	1	1	8	8	0	0	0	3	0	1	3	3	12	16
	Taxi Balanced	2	2	16	16	0	0	3	3	1	1	6	6	28	28
	Truck	0	0	0	0	0	0	0	0	0	0	3	3	3	3
	Total	18	20	21	21	0	9	3	5	9	66	106	102	157	223
Sat MD	Auto (Total)	20	19	5	5	2	1	1	1	8	8	125	125	161	159
	Taxi	0	0	8	8	0	0	1	1	0	0	3	3	12	12
	Taxi Balanced	0	0	16	16	0	0	2	2	0	0	6	6	24	24
	Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	20	19	21	21	2	1	3	3	8	8	131	131	185	183
Total Vehicle Trips		<u>In</u>	<u>Out</u>	<u>Total</u>	15% Reduction for Linked Trips*		<u>In</u>	<u>Out</u>	<u>Total</u>	10% Reduction for Pass-By Trips**		<u>In</u>	<u>Out</u>	<u>Total</u>	
AM		161	74	235			139	65	204			133	61	194	
MD		166	168	334			144	145	289			137	139	276	
PM		157	223	380			134	190	324			126	182	308	
Sat MD		185	183	368			157	155	312			147	145	292	

\* 15% Linked Trips Applied to All Project Components.

\*\* 10% By -Pass Trips Applied to Supermarket.

TABLE 3

## Admiral Row Weekday Parking Accumulation

	Specialty Retail <sup>1</sup> 26,000 gsf 312 Total auto trips/day				Local Retail 50,000 gsf 88 Total auto trips/day				Supermarket 60,000 gsf 1,608 Total auto trips/day				Employment Office 7,000 gsf 66 Total auto trips/day				Office Retail/Office				Light Industrial 126,000 gsf 448 Total auto trips/day				Commercial				Total	
	In	Out	Accumulation	Retail	In	Out	Accumulation	Retail	In	Out	Accumulation	Supersmarket	In	Out	Accumulation	Office	Accumulation	Retail/Office	In	Out	Accumulations	In	Out	Accumulations	In	Out	Accumulations	Accumulation		
12-1 AM	0	0	5	5	0	0	0	5	0	0	0	5	0	0	0	0	0	15	0	0	15	0	0	15	0	0	15	30		
1-2	0	0	5	5	0	0	0	5	0	0	0	5	0	0	0	0	0	15	0	0	15	0	0	15	0	0	15	30		
2-3	0	0	5	5	0	0	0	5	0	0	0	5	0	0	0	0	0	15	0	0	15	0	0	15	0	0	15	30		
3-4	0	0	5	5	0	0	0	5	0	0	0	5	0	0	0	0	0	15	0	0	15	0	0	15	0	0	15	30		
4-5	0	0	5	5	0	0	0	5	0	0	0	5	0	0	0	0	0	15	0	0	15	0	0	15	0	0	15	30		
5-6	0	0	5	5	0	0	0	5	0	0	0	5	0	0	0	0	0	15	0	0	15	0	0	15	0	0	15	30		
6-7	1	0	6	6	0	0	0	5	8	8	0	5	0	0	0	0	0	16	4	0	19	35	0	0	15	35	0	0	35	
7-8	2	1	7	7	0	0	0	5	24	8	21	0	1	0	1	1	34	21	0	0	40	74	0	0	15	74	0	0	74	
8-9	6	4	9	9	2	2	5	5	51	32	40	0	10	1	10	64	51	6	25	5	105	149	6	6	85	149	0	0	149	
9-10	9	2	16	16	1	1	5	5	64	24	64	2	2	2	2	10	95	25	5	200	234	25	5	105	234	0	0	234		
10-11	12	6	22	22	3	2	6	6	56	32	88	2	2	2	2	10	126	10	7	108	234	10	7	108	234	0	0	234		
11-12	13	9	26	26	3	3	6	6	64	48	104	3	3	3	3	10	146	8	22	94	240	8	22	94	240	0	0	240		
12-1 PM	14	12	28	28	9	9	6	6	49	49	104	4	5	4	5	9	147	22	25	91	238	22	25	91	238	0	0	238		
1-2	14	13	29	29	4	4	6	6	64	64	104	4	3	4	3	10	149	33	19	105	254	33	19	105	254	0	0	254		
2-3	14	14	29	29	4	4	7	7	72	88	88	2	2	2	2	10	134	22	11	116	250	22	11	116	250	0	0	250		
3-4	12	14	27	27	3	3	7	7	80	96	72	2	2	2	2	10	116	8	9	115	231	8	9	115	231	0	0	231		
4-5	13	14	26	26	4	4	7	7	72	96	48	2	2	2	2	10	91	8	30	93	184	8	30	93	184	0	0	184		
5-6	14	15	25	25	4	4	7	7	82	80	50	0	0	0	0	0	82	7	55	45	127	7	55	45	127	0	0	127		
6-7	12	12	25	25	2	4	5	5	64	72	42	1	1	1	1	0	74	3	20	28	100	3	20	28	100	0	0	100		
7-8	11	11	25	25	2	3	4	4	46	43	45	0	0	0	0	0	74	1	12	17	91	1	12	17	91	0	0	91		
8-9	7	12	20	20	2	1	5	5	16	24	37	0	0	0	0	0	62	1	3	15	77	1	3	15	77	0	0	77		
9-10	2	12	10	10	1	1	5	5	8	16	29	0	0	0	0	0	44	0	0	15	59	0	0	15	59	0	0	59		
10-11	0	4	6	6	0	0	5	5	0	16	13	0	0	0	0	0	24	0	0	15	39	0	0	15	39	0	0	39		
11-12	0	1	5	5	0	0	5	5	0	8	5	0	0	0	0	0	15	0	0	15	30	0	0	15	30	0	0	30		
	156	156			44	44			804	804		5	33	33			224	224				224	224							

1. Parking pattern from ITE shopping center land use code 815.

2. Parking pattern from Van Cortland Center Pathmark Parking Accumulation.

TABLE 4  
Admiral Row Saturday Parking Accumulation

	Specialty Retail <sup>1</sup> 26,000 gsf 304 Total auto trips/day				Local Retail 50,000 gsf 88 Total auto trips/day				Supermarket 60,000 gsf 2,358 Total auto trips/day				Employment Office 7,000 gsf 30 Total auto trips/day				Retail/Office Accumulation				Light Industrial 126,000 gsf 132 Total auto trips/day				Total Accumulation	
	In	Out	Retail Accumulation		In	Out	Retail Accumulation		In	Out	Supersmarket Accumulation		In	Out	Office Accumulation		In	Out	Commercial Accumulations		In	Out				
12-1 AM	0	0	5	0	0	0	5	0	0	0	5	0	0	0	0	15	0	0	15	0	0	0	15	30		
1-2	0	0	5	0	0	0	5	0	0	0	5	0	0	0	0	15	0	0	15	0	0	0	15	30		
2-3	0	0	5	0	0	0	5	0	0	0	5	0	0	0	0	15	0	0	15	0	0	0	15	30		
3-4	0	0	5	0	0	0	5	0	0	0	5	0	0	0	0	15	0	0	15	0	0	0	15	30		
4-5	0	0	5	0	0	0	5	0	0	0	5	0	0	0	0	15	0	0	15	0	0	0	15	30		
5-6	0	0	5	0	0	0	5	0	0	0	5	0	0	0	0	15	0	0	15	0	0	0	15	30		
6-7	1	0	6	0	0	0	5	12	12	0	5	0	0	0	0	16	1	0	16	0	0	0	16	32		
7-8	2	1	7	0	0	0	5	42	14	33	1	0	0	0	1	46	6	0	22	0	0	0	22	68		
8-9	6	4	9	2	2	5	68	59	24	68	4	0	5	5	5	87	15	2	35	0	0	0	35	122		
9-10	9	3	15	1	1	5	59	59	24	103	1	0	6	6	129	7	2	40	0	0	0	40	169			
10-11	13	7	21	3	2	6	107	47	47	163	0	0	6	6	196	3	2	41	0	0	0	41	237			
11-12	17	10	28	3	3	6	187	95	71	187	2	1	7	7	228	2	6	37	0	0	0	37	265			
12-1 PM	18	14	32	9	9	6	101	101	101	187	2	3	6	6	231	10	6	41	0	0	0	41	272			
1-2	17	16	33	4	4	6	106	106	106	187	3	2	7	7	<b>233</b>	7	7	41	0	0	0	41	<b>274</b>			
2-3	19	18	34	4	4	7	130	142	142	175	1	1	7	7	223	6	3	44	0	0	0	44	267			
3-4	17	20	31	3	3	7	142	154	154	163	1	1	7	7	208	4	3	45	0	0	0	45	253			
4-5	14	20	25	4	4	7	118	142	142	139	0	1	6	6	177	2	9	38	0	0	0	38	215			
5-6	8	19	14	4	4	7	107	107	107	139	0	6	0	0	160	2	16	24	0	0	0	24	184			
6-7	4	11	7	2	2	4	54	118	118	75	0	0	0	0	87	1	6	19	0	0	0	19	106			
7-8	3	3	7	2	3	4	24	54	54	45	0	0	0	0	56	0	3	16	0	0	0	16	72			
8-9	3	3	7	2	1	5	23	36	36	32	0	0	0	0	44	0	1	15	0	0	0	15	59			
9-10	1	1	7	1	1	5	0	20	20	12	0	0	0	0	24	0	0	15	0	0	0	15	39			
10-11	0	1	6	0	0	5	0	7	7	5	0	0	0	0	16	0	0	15	0	0	0	15	31			
11-12	0	1	5	0	0	5	0	0	0	5	0	0	0	0	15	0	0	15	0	0	0	15	30			
	152	152		44	44		1179	1179	15	15		15	15		66	66		66								

1. Parking pattern from ITE shopping center land use code 815.

2. Parking pattern from Van Cortland Center Pathmark Parking Accumulation.

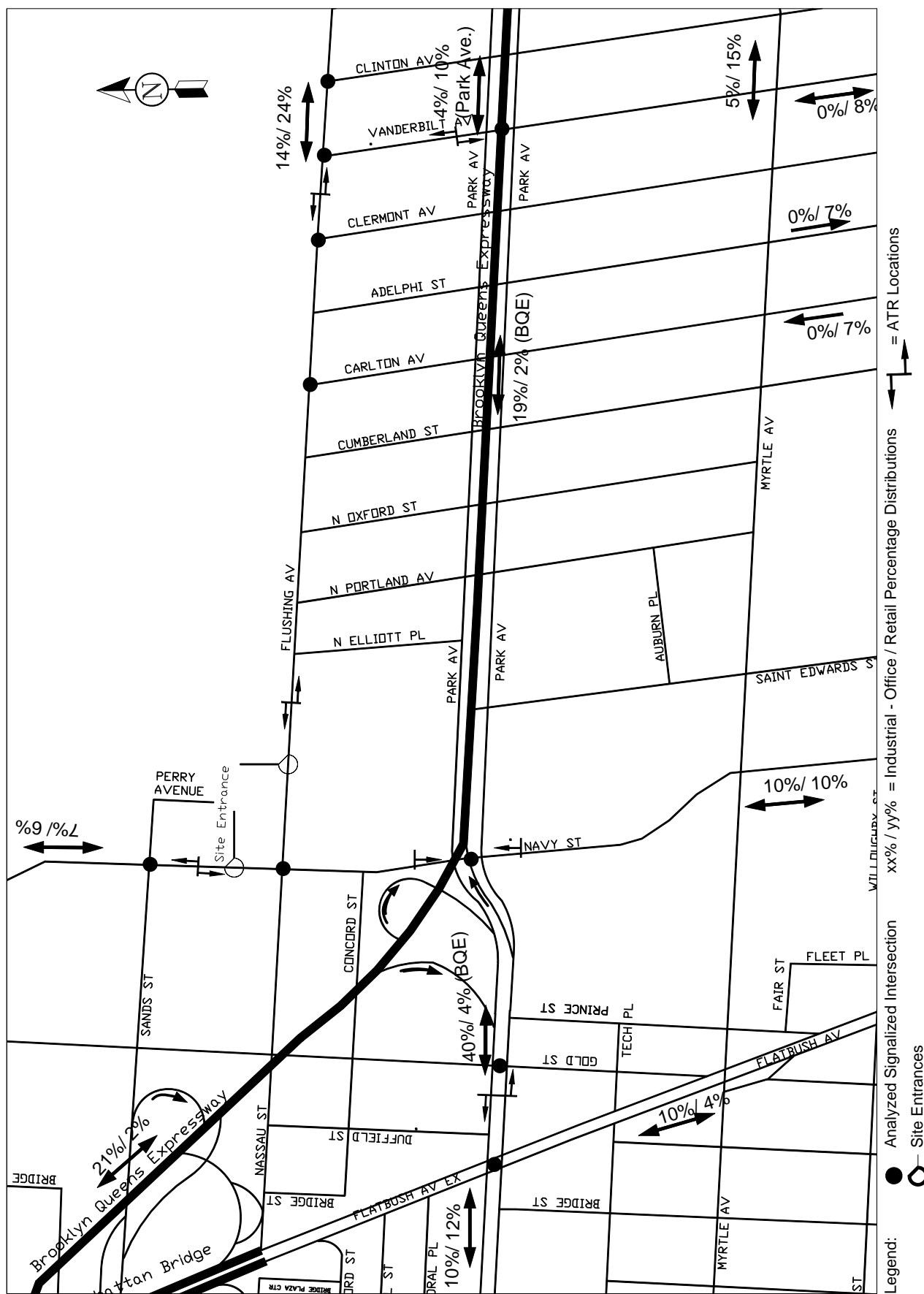
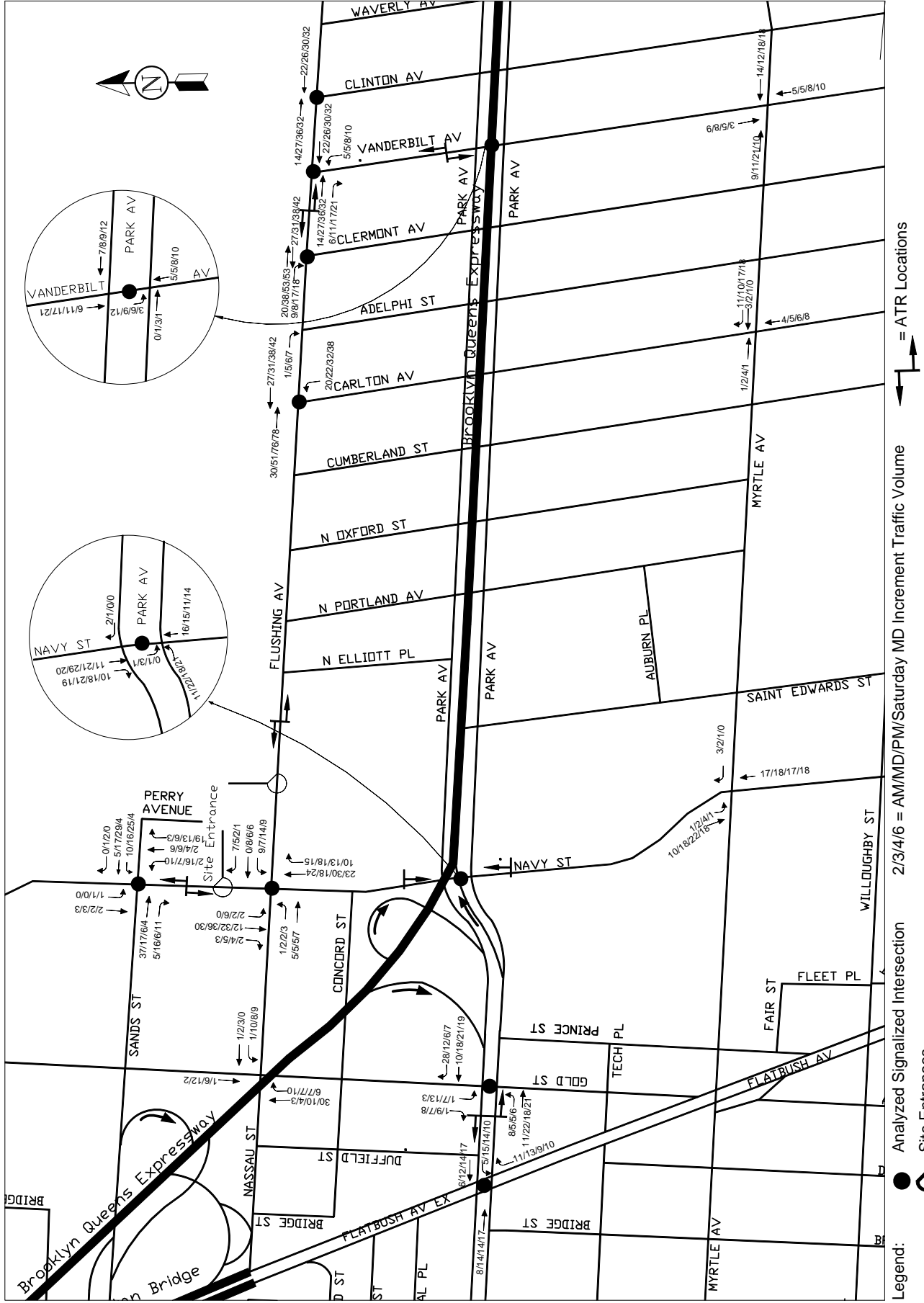


Figure 1  
Percentage Distribution of Industrial/ Office and Retail Trips



**Redevelopment Admiral Row**  
11/11/2010

**Figure 2**  
Preliminary Net Project Increment Peak Hours Traffic Volume