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DEPARTMENT OF CITY PLANNING
CITY OF NEW YORK

ENVIRONMENTAL ASSESSMENT AND REVIEW DIVISION

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Department of City Planning

**NOTICE OF COMPLETION OF
THE FINAL ENVIRONMENTAL IMPACT STATEMENT**

July 11, 2003

Bridge Plaza Zoning Map Amendment

Project Identification:

CEQR No. 03DCP035K

ULURP No. 020263 ZMK

SEQRA Classification: Type 1

Lead Agency:

City Planning Commission

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Environmental Assessment and Review Division

New York City Department of City Planning

Pursuant to City Environmental Quality Review (CEQR), Mayoral Executive Order No. 91 of 1977, CEQR Rules of Procedure of 1991 and the regulations of Article 8 of the State Environmental Conservation Law, State Environmental Quality Review Act (SEQRA) as found in 6 NYCRR Part 617, a Final Environmental Impact Statement (FEIS) has been prepared for the action described below. Copies of the FEIS are available for public inspection at the office of the undersigned. The proposal involves actions by the City Planning Commission and Council of the City of New York pursuant to Uniform Land Use Review Procedures (ULURP). A public hearing on the Draft Environmental Impact Statement (DEIS) was held on June 18, 2003. Written comments on the DEIS were requested by the Lead Agency. The public comment period was held open until the 10th calendar day following the close of the public hearing.

DESCRIPTION OF THE PROPOSED ACTION

The Department of City Planning (DCP) is proposing an amendment to the zoning map to change an eight-block area of Bridge Plaza, in Brooklyn Community District 2, from M1-1 to C6-2, C4-3 and R6B. As a result of the proposed action, it is anticipated that approximately 295 dwelling units could be developed on about 21 projected and potential development sites within the rezoning area over a ten-year period. Four of the 21 projected and potential development sites have been identified as having the potential to contain archaeological resources.



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As described in greater detail in the Chapter 3 of the Final Environmental Impact Statement (FEIS), the proposed action has the potential to result in a significant adverse impact to archaeological resources, should they exist, on these four sites within the rezoning area.

Required Approvals

The proposed zoning map amendment requires approvals by the City Planning Commission and City Council pursuant to Section 200, Section 201, and Section 197-d of the New York City Charter. The action is subject to CEQR. The zoning map amendment is subject to the city's Uniform Land Use Review Procedure (ULURP).

PROJECTED DEVELOPMENT/LIKELY EFFECTS

A Reasonable Worst Case Development Scenario (RWCDs) has been analyzed for the build year of 2013. According to this analysis, up to 295 new dwelling units are projected in the rezoning area by the build year 2013. No new commercial or community facility buildings are expected to be developed as a result of this action.

The development scenario identified 5 projected development sites which could generate 295 dwelling units under the proposed action, by the build year 2013. In addition, 16 potential development sites were also identified. Projected development sites are those sites most likely to be developed by the build year. Potential development sites are those sites which fall within development scenario guidelines, but are considered less likely to be developed than the projected development sites.

PROBABLE IMPACTS OF THE PROPOSED ACTION

Historic Resources

The proposed action could result in significant, adverse unmitigated impacts to archaeological resources. The proposal would not result in significant impacts to architectural resources.

Archaeological Resources

The proposed action may result in new in-ground disturbance which could adversely affect 19th century remains. Based on a documentary search of lots within the rezoning area, two projected development sites and two potential development sites may be archaeologically sensitive for 19th century remains. Action-induced development on these parcels would be unlikely to disturb archaeological resources, should they exist, within the required 30-foot rear yard portions of the sites. However, development within the remaining portions of the development sites might disturb resources, should they exist in those locations. This would constitute a significant adverse

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impact.

MITIGATION

Historic Resources – Archaeology

There is a potential for disturbance of archaeological resources on the two projected development sites and two potential development sites which may be sensitive for nineteenth century archaeological resources. Archaeological resources within the required rear yard portions of development sites could remain undisturbed. However, resources within portions of the development sites where new construction could occur might be disturbed by action-induced development, which would constitute a significant adverse impact. No mitigation measures are feasible, because the sites in question are privately-owned. Private ownership of the land would prevent the City from conducting or requiring a boring program to test for potential archaeological remains, or from mandating the preservation or documentation of such remains, should they exist. These potential significant adverse impacts would therefore be unmitigated.

ALTERNATIVES TO THE PROPOSED ACTION

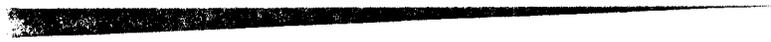
No Action Alternative

In the No Action scenario, this area would continue to be designated for manufacturing uses, which would not permit the vacant and underutilized land in the area to be redeveloped for residential uses. The development of new manufacturing is unlikely within the foreseeable future.

Under the No Action Alternative, new residential projects under development would be not be completed and occupied. Existing manufacturing zoning would stay in place. One site which has the potential to contain archaeological resources may be developed with a car wash. Such a development has the potential to disturb archaeological resources, if they exist, however, the amount of disturbance is expected to be smaller and in different areas than would be expected under the With Action Scenario.

No Impact Alternative

In the No Impact Alternative, the following two scenarios were explored: the exclusion of those lots which have the potential to contain significant archaeological resources from the proposed zoning map amendment; and rezoning the project area with a zoning district which would result in lesser density.



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The No Impact Alternatives did not meet the goals and objectives of the proposed zoning map amendment, which are to preserve the residential character of the existing neighborhood and to provide for limited commercial development. Therefore, it was determined the No Impact Alternatives are not feasible or practicable.

The proposed action is subject to the Uniform Land Use Review Procedure (ULURP) and it requires the approval of both the City Planning Commission (CPC) and the City Council.

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historic resources, socioeconomic conditions, traffic and noise thresholds listed in the *CEQR Technical Manual* which would typically indicate the need to conduct a detailed assessment of the potential for neighborhood character impacts. No impacts to neighborhood character are anticipated as a result of the proposed action; therefore, further assessment of neighborhood character is not warranted.

I. NATURAL RESOURCES

For the purpose of this analysis, natural resources are defined as plant and animal species and any area capable of functioning to support environmental systems and maintain the City's environmental balance. The proposed action is not expected to effect natural resources, since the sites directly by the proposed action are substantially devoid of natural resources. Consequently, no significant adverse impacts on natural resources are anticipated.

J. HAZARDOUS MATERIALS

The proposed action would not lead to significant adverse impacts related to hazardous materials.

For Projected Development Sites 1 - 5 and Potential Development Sites 1 - 16, a preliminary screening analysis was conducted pursuant to Title 15, Rules of the City of New York, Chapter 24, Section 4. Pursuant to Chapter 24, §24-04, Preliminary Screening, the lead agency may prepare a preliminary screening assessment consisting of visual or historical documentation of past or current hazardous material uses at a development site that might be affected or be affecting a Development Site and/or other tax lots (see Appendix A, Chapter 24, Title 15, § 24-04, subsection (a) and List of Facilities, Activities or Conditions Requiring Assessment). Further, the lead agency may determine that an (E) designation should be placed on the Zoning Map for the affected tax lots and a Phase IA Environmental Assessment to shall not be required prior to the placement of the (E) designation.

Redevelopment of sites where contamination may be present could result in increased pathways of exposure to hazardous materials for future residents or construction workers. In general, the (E) designation ensures that sampling and remediation take place where hazardous material contamination may exist. It requires the fee owner to conduct a testing and sampling protocol, and remediation (where appropriate) to the satisfaction of the New York City Department of Environmental Protection (NYCDEP) before the issuance of a permit by the Department of Buildings. The environmental requirements for the (E) designation also include a mandatory construction-related health and safety plan, which must also be approved by the NYCDEP.

Development within the rezoning area may be impacted by either petroleum or non-petroleum based contamination. Petroleum-based contamination can be generally limited to impacts from aromatic volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), and metals such as lead that are found in engine fuels, fuel oils, and cooling/lubrication oils. Non-petroleum based contamination includes, but is not limited to, impacts to the soil and ground

water from chlorinated VOCs (solvents), metals, cyanides, PCBs, and SVOCs. Processes that use or produce these materials include parts washing and de-greasing, metal fabrication, foundry work, textile manufacturing, metal plating, use of dielectric fluid, coal gasification, and many others.

The conclusion of the preliminary screening analysis is that (E) designations are warranted for these sites and that a IA Environmental Site Assessment pursuant to Section 24-05 would not be required. The (E) designations would ensure that the action would not result in significant hazardous materials impacts. A comprehensive list of sites to be mapped with (E) designations is provided in Table 10 for Projected Development Sites and Table 11 for Potential Development Sites.

As a result of the assessment, (E) designations will mapped on the following parcels:

Block 107, Lots, 1, 48, 50
Block 108, Lots 5, 6, 7, 9, 10, 12, 24
Block 109, Lots 25
Block 118, Lot 6
Block 120, Lots 13, 34, 45
Block 121, Lot 3, 12, 18, 19, 28, 32, 33, 35, 36, 37
Block 122, Lot 5, 9, 10, 13. 32

The (E) designation would require that the fee owner of such a site conduct a testing and sampling protocol, and remediation where appropriate, to the satisfaction of the NYCDEP before the issuance of a building permit by the Department of Buildings pursuant to the provisions of Section 11-15 of the Zoning Resolution (Environmental Requirements). The (E) designation also includes a mandatory construction-related health and safety plan which must be approved by NYCDEP.

The text for the (E) designation would be as follows:

Task 1 - The applicant must submit to the NYCDEP Office of Environmental Planning and Assessment (OEPA), for review and approval, a soil and groundwater testing protocol including a description of methods and a site map with all sampling locations clearly and precisely represented.

No sampling program should begin until written approval of a protocol is received from DEP. The number and location of sample sites should be selected to adequately characterize the site, the specific source of suspected contamination and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by NYCDEP upon request.

Task 2 - A written report with findings and a summary of the data must be submitted to NYCDEP after completion of the testing phase and laboratory analysis for review and approval. After receiving such tests results, a determination will be made by NYCDEP if the results indicate that remediation is necessary.

If NYCDEP determines that no remediation is necessary written notice shall be given by NYCDEP.

If remediation is indicated from the test results, a proposed remediation plan must be submitted to NYCDEP for review and approval. The applicant must perform such remediation as determined necessary by DEP. The applicant should then provide proof that the work has been satisfactorily completed.

A NYCDEP-approved construction-related health and safety plan would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This Plan would be submitted to NYCDEP for review and approval prior to implementation.

**TABLE 10, PROJECTED DEVELOPMENT SITES
HAZARDOUS MATERIALS SCREENING ANALYSIS**

SITE	BLK	LOT	TYPE OF CONTAMINATION	PRELIMINARY SCREENING (PAST/CURRENT USES AT SITE)	2002 LAND USE	HISTORY/FINDINGS
1	107	1	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Parking Lot	Auto/Parking
		50	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	3-sty residential w/bas & 1-sty auto	Auto & Adjacency issue (lot 1, Auto)
2	120	34	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Vehicle Storage	Auto/Parking
3	121	12	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Vacant Land	Auto/Parking
4	121	18	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Vehicle Storage	Auto/Parking
		19	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Vehicle Storage	Auto/Parking
		32	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Vehicle Storage	Auto/Parking
		33	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Vehicle. Storage	Auto/Parking
		35	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Vehicle. Storage	Auto/Parking
		36	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Vehicle. Storage	Auto/Parking
		37	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Vehicle. Storage	Auto/Parking
5	122	32	Petroleum & Non-Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations and Use (s) identified in Appendix "A"	Storage	History of manufacturing and Adjacency issues (Potential Site 16, auto repair, collision/body work)

**TABLE 11, POTENTIAL DEVELOPMENT SITES
HAZARDOUS MATERIALS SCREENING ANALYSIS**

SITE	BLK	LOT	TYPE OF CONTAMINATION	PRELIMINARY SCREENING (PAST/CURRENT USES AT SITE)	2002 LAND USE	HISTORY/FINDINGS
1	107	48	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Office, Garage	Auto & Adjacency issue (Projected site I)
2	108	5	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Loading	Truck Parking/Loading
3	108	6	Non-Petroleum	Use (s) identified in Appendix "A"	Offices	Former "Tin shop"
4	108	7	Petroleum & Non-Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations and Use (s) identified in Appendix "A"	Residential	Adjacency issues (Potential Sites 3 & 5, Tin and Auto, respectively)
5	108	9	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Auto Repair	Auto Repair, Parking and former Filling Station
		10	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Auto Repair	Auto Repair, Parking and former Filling Station
6	108	12	Non-Petroleum	Use (s) identified in Appendix "A"	Ship Parts/Offices	Ship Parts Manufacturing and Storage
7	108	24	Non-Petroleum	Use (s) identified in Appendix "A"	Warehouse/Vac	History of Manufacturing/Factory
8	109	25	Non-Petroleum	Use (s) identified in Appendix "A"	Off./Warehouse	History of Manufacturing/Factory
9	118	6	Non-Petroleum	Use (s) identified in Appendix "A"	Offices	History of Manufacturing/Factory
10	120	13	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Who/Storage	History of Auto; Adjacency Issue (Potential Site 11, Gas station)
11	120	45	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Gas Station	Gas station

**TABLE 11, POTENTIAL DEVELOPMENT SITES
 HAZARDOUS MATERIALS SCREENING ANALYSIS (continued...)**

SITE	BLK	LOT	TYPE OF CONTAMINATION	PRELIMINARY SCREENING (PAST/CURRENT USES AT SITE)	2002 LAND USE	HISTORY/FINDINGS
14	122	5	Petroleum & Non-Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations Use (s) identified in Appendix "A"	Wholesale (Tile)	Tile Warehouse & History of Auto
		9	Petroleum & Non-Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations Use (s) identified in Appendix "A"	Wholesale	History of Auto, Adjacency Issues (Site 14, Lot 5 and Site 16)
15	122	10	Petroleum & Non-Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations and Use (s) identified in Appendix "A"	Storage	History as Newsprint Warehouse and Adjacency Issue (Potential Site 14, Auto)
16	122	13	Petroleum	Underground and/or above-ground storage tanks, Petroleum spill locations	Auto Repair, Collision/Body Work	Auto Repair, Collision/Body

proposed action is below the *CEQR Technical Manual* air quality threshold of 50 peak hour trips in Downtown Brooklyn, and is not expected to result in significant adverse air quality impacts related to mobile sources.

Parking Facilities

The development projected to occur as a result of the proposed rezoning would have 74 new parking spaces, which is below the *CEQR Technical Manual* threshold of 85 parking spaces for Downtown Brooklyn; therefore, no parking garage analysis is required.

Stationary Source Analysis

Heat and Hot Water

A worst case boiler analysis was performed assuming oil #4 as the type of fuel to be used for heating and hot water for each of the five projected sites. Three pollutants were included in the analysis (SO_2 , PM_{10} , and NO_2) and the results were compared with their corresponding standard (NAAQS). The following are the closest possible distances from the boiler stacks to taller buildings in order not to have an air quality impact: Site 1 - 115 feet; Site 2 - 50 feet; Site 3 - 30 feet; Site 4 - 66 feet; and Site 5 - 110 feet. These are conservative assumptions since the stacks are not physically at the boundaries of the sites. There are no buildings within these distances from each of the boiler stacks; therefore, the projected development sites would not have a significant stationary source impact to the surrounding properties.

Industrial Sources

The air quality analysis for industrial processes determines the potential impact of pollutants emitted from manufacturing or industrial facilities on projected sensitive receptors. The analysis consists of an examination of the land uses within the proposed rezoning area and within a 400-foot radius from the boundaries of the proposed rezoning area. Land uses are first identified by use of Sanborn maps and confirmed by a field survey of all the manufacturing facilities. After the survey, a search for operating permits at NYCDEP was conducted to obtain the emission data from the permits.

The potential for impacts on air quality was assessed at the Tillary Auto Body Shop, located at 249 Gold Street, due to its proximity to projected Site 5 (Block 122, Lot 32). A screening (ISC and Air Guide1) dispersion analysis was performed with conservative assumptions and the results indicate that concentration levels are below the recommended Short Term Guideline Concentrations, the Annual Guideline Concentrations and the applicable federal ambient standards for all pollutants.

Therefore, the proposed action would not result in significant adverse impacts related to industrial source emissions.

R. NOISE

Based on the trip generation information, development which is projected to occur as a result of

the proposed rezoning would generate 36, 16, and 38 vehicular trips during the AM, MD and PM peak hours, respectively. These increases do not double the PCE's (Passenger Car Equivalent) on the existing traffic network. Therefore, the proposed project would not result in significant adverse noise impacts related to mobiles sources.

The existing ambient noise levels within the project area were measured at five locations on December 4-6, 2001 during the morning, midday and evening peak hour: 1) Tillary Street and Gold Street, 2) Duffield Street and Concord Street, 3) Gold Street and Concord Street, 4) Flatbush Avenue Extension and Concord Street, 5) Jay Street and Concord Street, as shown in Figure 43 (Noise Levels). These locations were selected because they are representative of the noise levels that projected and potential residential development sites would be exposed to.

The noise levels for each of the referenced sites are identified in Table 15 (Noise Levels):

Table 15: Noise Levels			Noise Levels (dBA)			
ID	Location	Time	L_{min}	L_{eq}	L₁₀	L_{max}
S1	Northwest corner of Tillary Street and Gold Street.	12:00-12:20 p.m.	65.2	71.0	78.2	86.0
S2	Southwest corner of Duffield Street and Concord Street.	4:21- 4:41 p.m.	56.8	60.8	70.2	86.5
S3	Southeast corner of Gold Street and Concord Street.	12:40-1:00 p.m.	65.8	72.4	77.5	92.2
S4	Southwest corner of Flatbush Avenue Extension and Concord Street.	12:26-12:46 p.m.	59.1	70.1	78.6	87.8
S5	Northeast corner of Jay Street and Concord Street.	4:08-4:28 p.m.	59.6	65.0	74.3	84.0

Note: the high difference between L₁₀ and L_{eq} values is due to the high number of trucks idling.

The measured ambient noise levels are within the **Marginally Unacceptable** category as per the *CEQR Technical Manual* Table 3R-3 Noise Exposure Guidelines.

To avoid any potential impacts associated with noise, as part of the proposed action, the following (E) designation for noise will be mapped on the following properties:

Block 107, Lots 1 and 50;
Block 120, Lot 34;
Block 121, Lots 12,18,19;
Block 108, Lot 24;
Block 109, Lot 25.

The text for the (E) designation would be as follows:

In order to ensure an acceptable interior noise environment, future residential uses must provide a closed window condition with a minimum of 30 dB(A) window/wall attenuation in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.

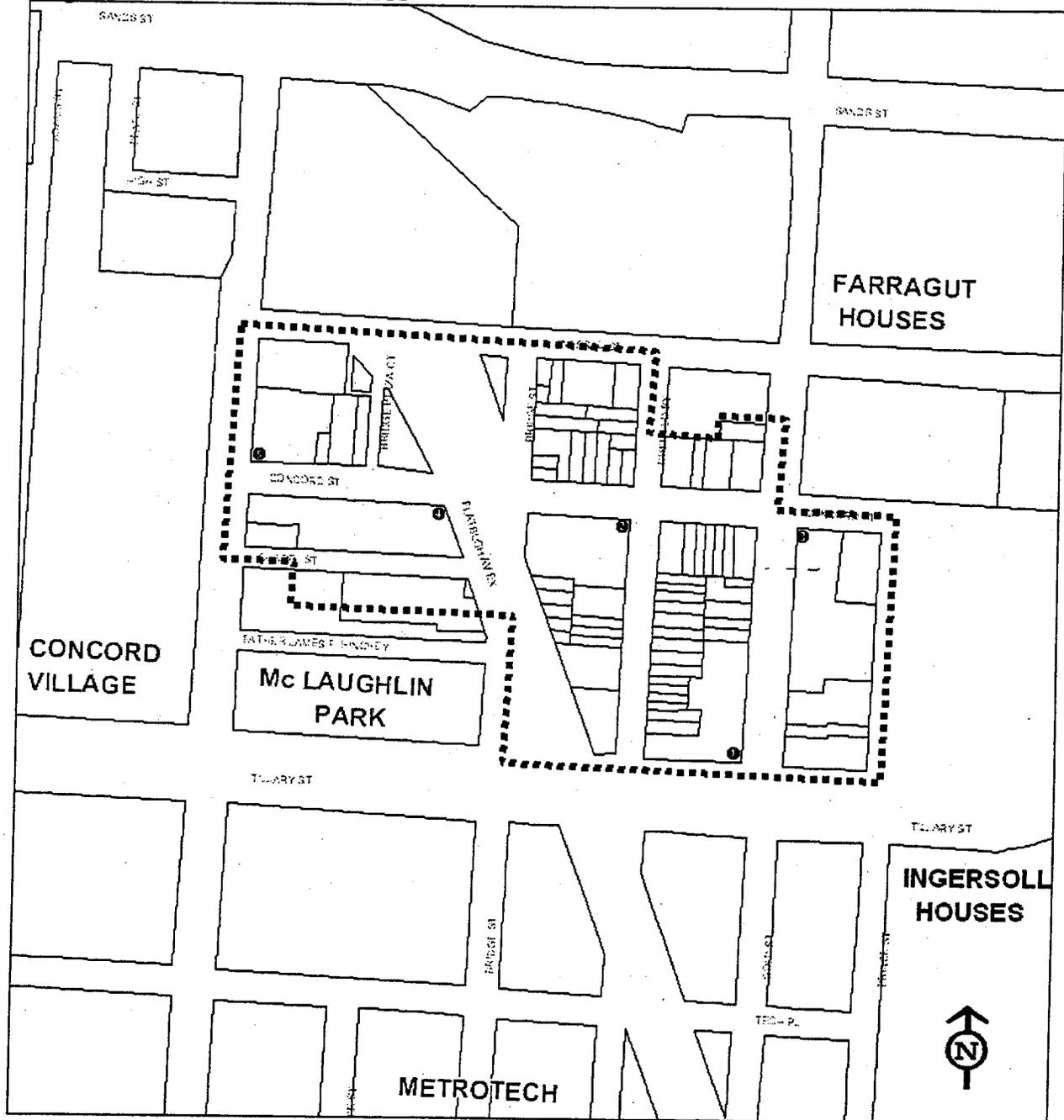
In addition, the following (E) designation for noise will be mapped on the following properties:

Block 121, Lots 32, 33, 35, 36, 37;
Block 122, Lot 32;
Block 107, Lot 48;
Block 108, Lots 5, 6, 7, 9, 10, 12;
Block 118, Lot 6;
Block 120, Lot 13, 45;
Block 121, Lots 3, 28;
Block 122, Lots 5, 9, 10, 13.

The text for the (E) designation would be as follows:

In order to ensure an acceptable interior noise environment, future residential uses must provide a closed window condition with a minimum of 35 dB(A) window/wall attenuation in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.

Bridge Plaza Rezoning
Figure 43: Noise Levels



..... Rezoning Area Boundary
① Noise Site

Department of City Planning / Brooklyn Office / December 2002