

# **215 Moore Street Environmental Assessment Statement**

**CEQR # 19DCP216K**

Prepared for:  
**215 Moore Acquisition, LLC**

Prepared by:  
**Philip Habib & Associates**

August 23, 2019





# **215 Moore Street**

## **Environmental Assessment Statement**

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**Environmental Assessment Statement  
(EAS) Form**





## 22City Environmental Quality Review

### ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency ([see instructions](#))

#### Part I: GENERAL INFORMATION

**PROJECT NAME** 215 Moore Street

#### 1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency)  
**19DCP216K**

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)  
**TBD**

OTHER REFERENCE NUMBER(S) (if applicable)  
(e.g., legislative intro, CAPA)

#### 2a. Lead Agency Information

NAME OF LEAD AGENCY

**New York City Department of City Planning**

NAME OF LEAD AGENCY CONTACT PERSON

**Olga Abinader, Director**

ADDRESS **120 Broadway**

CITY **New York**

STATE **NY**

ZIP **10271**

TELEPHONE **212-720-3493**

EMAIL **oabinad@planning.nyc**

#### 2b. Applicant Information

NAME OF APPLICANT

**215 Moore Acquisition, LLC**

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

**Toby Moskowitz**

ADDRESS **679 Driggs Avenue**

CITY **Brooklyn**

STATE **NY**

ZIP **11211**

TELEPHONE **212-601-9232**

EMAIL **toby@heritage-equity.com**

#### 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): **NYC Executive Order 91 of 1977 §6-15 (2)**

**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

The Applicant, 215 Moore Acquisition, LLC, proposes to develop a new 13-story office, retail, and exposition space building at 215 Moore Street (Block 3100, Lots 22, 26, 32, 61, 63, 66-68), in the Bushwick neighborhood of Brooklyn Community District (CD) 1 (the "Development Site" or "Projected Development Site 1"). The building would contain approximately 375,824 gross square feet (gsf) of office space, 16,026 gsf of retail space, 79,592 gsf of exposition space, and 249 public parking spaces (the "Proposed Project"). The Proposed Project would be located within a larger zoning lot (the "Zoning Lot") comprised of the Development Site, in addition to adjacent Lots 34, 47, and 56, which are currently being redeveloped as-of-right with three predominantly commercial buildings. All tax lots within the Zoning Lot are owned by the Applicant.

To facilitate the Proposed Project, the Applicant is seeking (1) a zoning map amendment to rezone a portion of Block 3100 within 550 feet of White Street (the "Proposed Rezoning Area") from M1-1 and M1-2 to M1-5; (2) a Large Scale General Development (LSGD) Special Permit pursuant to ZR Section 74-743(a)(2) to permit on the Zoning Lot (i) location of the Proposed Project without regard for the required rear yard equivalent pursuant to ZR Section 43-28 for the through lot portion of the Development Site, and (ii) location of the Proposed Project without regard to applicable height and setback regulations by allowing a front wall height of 49 feet, in excess of the 30-foot maximum, and penetration of the 1:1 sky exposure plane within the M1-1 portion of the Development Site; and (3) a Special Permit by the New York City Planning Commission (CPC) pursuant to ZR Section 74-52 to permit a public parking garage in excess of 150 spaces on the Zoning Lot in an M1-5 zoning district (collectively, the "Proposed Actions"). The Proposed Rezoning Area, which encompasses Brooklyn Block 3100, Lots 22 (p/o), 26, 32, 34, 41, 45, 47, 56, 61, 63, 66-68, and 69 (p/o), would affect the Zoning Lot, as well as the non-Applicant-owned Lots 41, 45, and 69 (p/o) (collectively, the "Project Area"), and the proposed LSGD Special Permit and Public Parking Garage Special Permit would each affect the Zoning Lot only.

A reasonable worst-case development scenario (RWCDs) has been established for the Proposed Actions for an analysis year of 2023. Under the RWCDs, the Proposed Project would be constructed pursuant to the proposed zoning map amendment, LSGD Special Permit, and Public Parking Garage Special Permit. In addition, it is assumed that a new commercial

development would occur on the non-Applicant-owned Lots 41 and 45 ("Projected Development Site 2"). Combined, under the RWCDS the Proposed Actions are expected to result in a net increase of 420,549 gsf of commercial office space, 19,606 gsf of retail space, 79,592 gsf of exposition space, and 249 public parking spaces, as well as a net reduction of 6,733 gsf of light industrial uses, 3,333 gsf of community facility uses, and 111 accessory parking spaces.

### Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) BK 1	STREET ADDRESS <b>215 Moore Street</b>
TAX BLOCK(S) AND LOT(S) <b>Block: 3100 Lots: 22, 26, 32, 34, 41, 45, 47, 56, 61, 63, 66, 67, 68, and 69 (p/o)</b>		ZIP CODE <b>11206</b>

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS **On the block bound by Seigel Street to the north, White Street to the east, Moore Street to the south, and Bushwick Avenue to the west**

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY <b>M1-1 &amp; M1-2</b>	ZONING SECTIONAL MAP NUMBER <b>13b</b>
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### 5. Required Actions or Approvals (check all that apply)

**City Planning Commission:** ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

<input type="checkbox"/> CITY MAP AMENDMENT	<input type="checkbox"/> ZONING CERTIFICATION	<input type="checkbox"/> CONCESSION
<input checked="" type="checkbox"/> ZONING MAP AMENDMENT	<input type="checkbox"/> ZONING AUTHORIZATION	<input type="checkbox"/> UDAAP
<input type="checkbox"/> ZONING TEXT AMENDMENT	<input type="checkbox"/> ACQUISITION—REAL PROPERTY	<input type="checkbox"/> REVOCABLE CONSENT
<input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY	<input type="checkbox"/> DISPOSITION—REAL PROPERTY	<input type="checkbox"/> FRANCHISE
<input type="checkbox"/> HOUSING PLAN & PROJECT	<input type="checkbox"/> OTHER, explain:	

☒ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION **Large Scale General Development (LSGD) Special Permit ZR 74-74; Public Parking Garage Special Permit ZR 74-52**

**Board of Standards and Appeals:** ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

**Department of Environmental Protection:** ☐ YES ☒ NO If "yes," specify:

**Other City Approvals Subject to CEQR** (check all that apply)

<input type="checkbox"/> LEGISLATION	<input type="checkbox"/> FUNDING OF CONSTRUCTION, specify:
<input type="checkbox"/> RULEMAKING	<input type="checkbox"/> POLICY OR PLAN, specify:
<input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES	<input type="checkbox"/> FUNDING OF PROGRAMS, specify:
<input type="checkbox"/> 384(b)(4) APPROVAL	<input type="checkbox"/> PERMITS, specify:
<input type="checkbox"/> OTHER, explain:	

**Other City Approvals Not Subject to CEQR** (check all that apply)

<input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)	<input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL
	<input type="checkbox"/> OTHER, explain:

**State or Federal Actions/Approvals/Funding:** ☐ YES ☒ NO If "yes," specify:

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

**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 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.

<input checked="" type="checkbox"/> SITE LOCATION MAP	<input checked="" type="checkbox"/> ZONING MAP	<input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP
<input checked="" type="checkbox"/> TAX MAP	<input type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	
<input checked="" type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP		

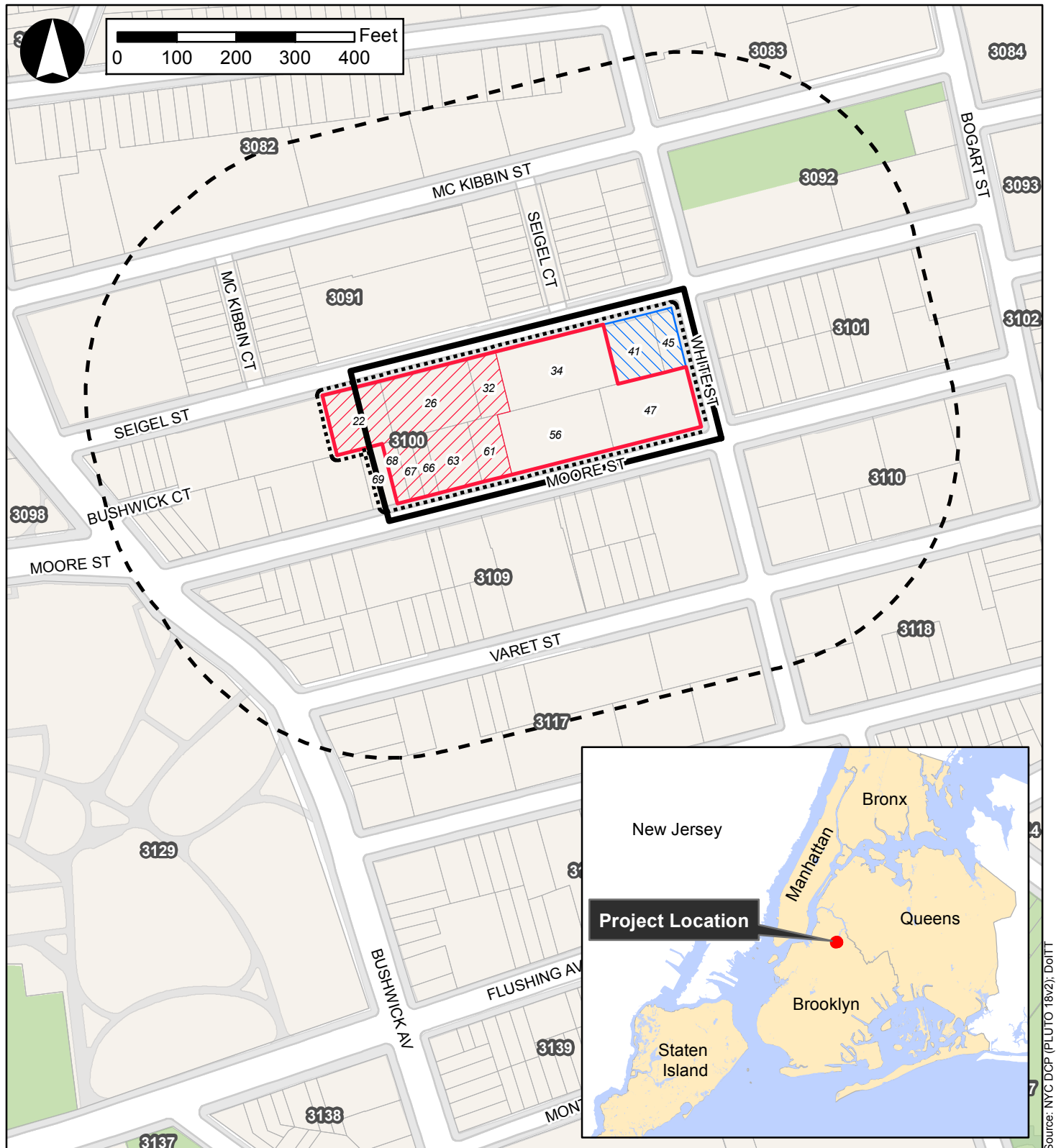
**Physical Setting** (both developed and undeveloped areas)

Total directly affected area (sq. ft.): <b>115,442 sf (Project Area)</b>	Waterbody area (sq. ft.) and type:
Roads, buildings, and other paved surfaces (sq. ft.): <b>115,442 sf</b>	Other, describe (sq. ft.):

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet):

NUMBER OF BUILDINGS: <b>2</b>	GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): <b>Projected Development Site 1: 523,627 gsf</b> <b>Projected Development Site 2: 65,725 gsf</b>
HEIGHT OF EACH BUILDING (ft.): <b>Projected Development Site 1: 200 ft.</b> <b>Projected Development Site 2: 100 ft.</b>	NUMBER OF STORIES OF EACH BUILDING: <b>Proposed Project: 13</b> <b>Projected Development Site 1: 7</b>
Does the proposed project involve changes in zoning on one or more sites? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO If "yes," specify: The total square feet owned or controlled by the applicant: <b>101,442 sf (Lots 22, 26, 32, 34, 47, 56, 61, 63, 66-68)</b> The total square feet not owned or controlled by the applicant: <b>15,898 sf (Lots 41, 45, 69)</b>	
Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known): AREA OF TEMPORARY DISTURBANCE: <b>TBD</b> sq. ft. (width x length)      VOLUME OF DISTURBANCE: <b>TBD</b> cubic ft. (width x length x depth) AREA OF PERMANENT DISTURBANCE: <b>TBD</b> sq. ft. (width x length)	
<b>8. Analysis Year</b> <a href="#">CEQR Technical Manual Chapter 2</a>	
ANTICIPATED BUILD YEAR (date the project would be completed and operational): <b>2023</b>	
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: <b>Projected Development Site 1 &lt;30 months; Projected Development Site 2 &lt;18 months</b>	
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO   IF MULTIPLE PHASES, HOW MANY? <b>2</b>	
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: <b>Refer to Attachment B for construction phasing and schedule.</b>	
<b>9. Predominant Land Use in the Vicinity of the Project</b> (check all that apply) <input checked="" type="checkbox"/> RESIDENTIAL <input checked="" type="checkbox"/> MANUFACTURING <input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK/FOREST/OPEN SPACE <input checked="" type="checkbox"/> OTHER, specify: <div style="text-align: right;"><b>Parking facilities</b></div>	

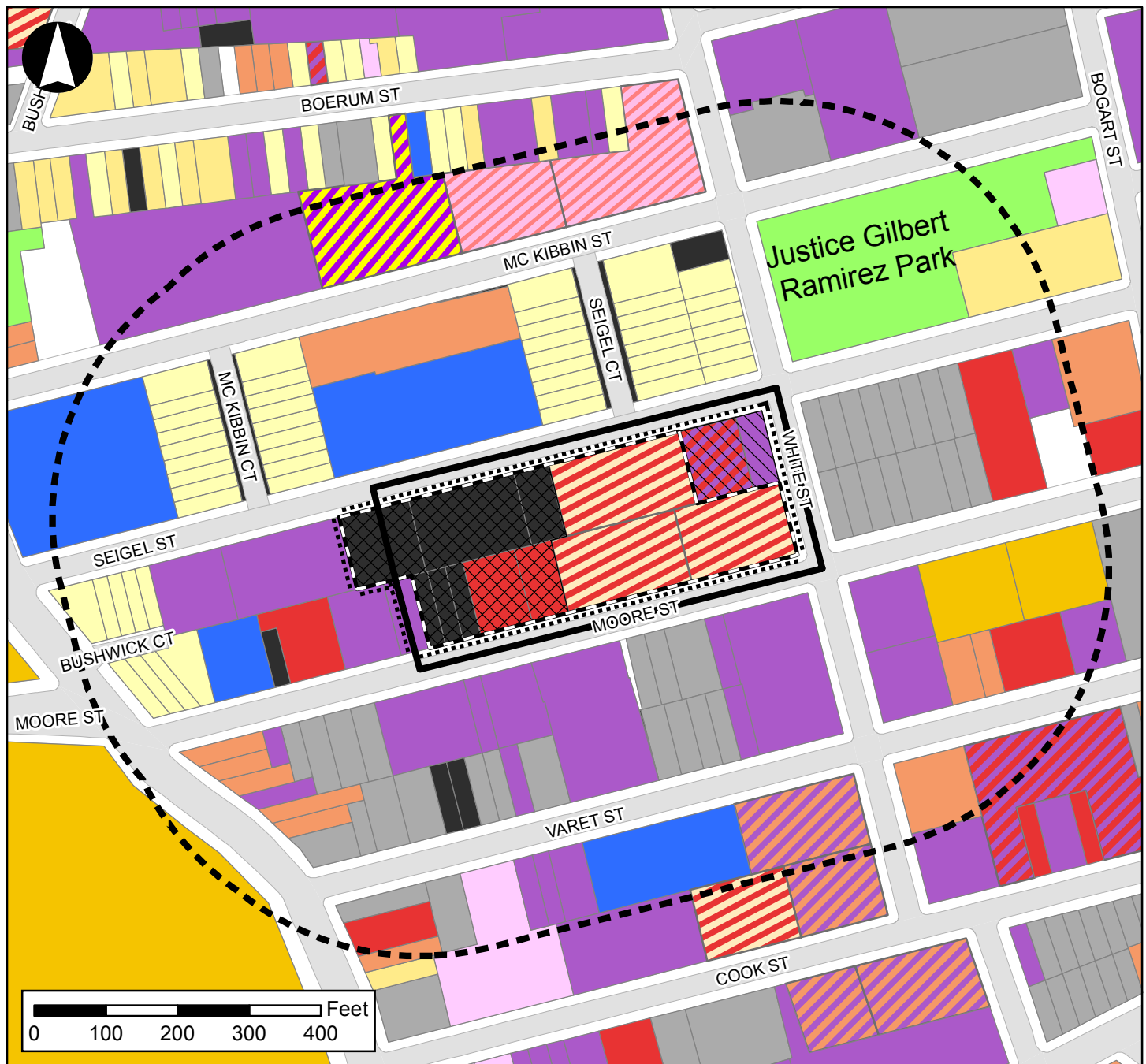


Source: NYC DCP (PLUTO 18v2); DoITT

## Legend

- |                        |   |             |
|------------------------|---|-------------|
| Project Area           | Zoning Lot (Large Scale General Development boundary) | Tax Blocks  |
| Proposed Rezoning Area | Projected Development Site 1 (Applicant-owned)        | 22 Tax Lots |
| 400-Foot Radius        | Projected Development Site 2 (Non-Applicant-owned)    |             |



**Legend**

Project Area



Proposed Rezoning Area



400-Foot Radius



Zoning Lot (Large Scale General Development boundary)



Projected Development Site 1



Projected Development Site 2



One- and Two-Family Buildings



Multi-family Walkup Buildings



Multi-family Elevatory Buildings



Mixed Commercial/Residential



Commercial/Office Buildings



Industrial/Manufacturing



Transportation/Utility



Public Facilities &amp; Institutions



Open Space



Parking Facilities



Vacant Land



Industrial/Residential



Industrial/Manufacturing and Mixed Commercial/Residential



Industrial/Manufacturing and Commercial/Office Buildings



Industrial/Retail



Under Construction






THE NEW YORK CITY PLANNING COMMISSION

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

M – MANUFACTURING DISTRICT

 SPECIAL PURPOSE DISTRICT  
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

\*11-30-2017 C 170025 ZMK  
10-31-2017 C 150278 ZMK

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas and Mandatory Inclusionary Housing areas on this map, see APPENDIX F.

12c	13a	13c
12d	<b>13b</b>	13d
16c	17a	17c

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**NOTE:** Zoning Information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: [www.nyc.gov/planning](http://www.nyc.gov/planning) or contact the Zoning Information Desk at (212) 720-3291.

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

### Figure 3 Zoning Map





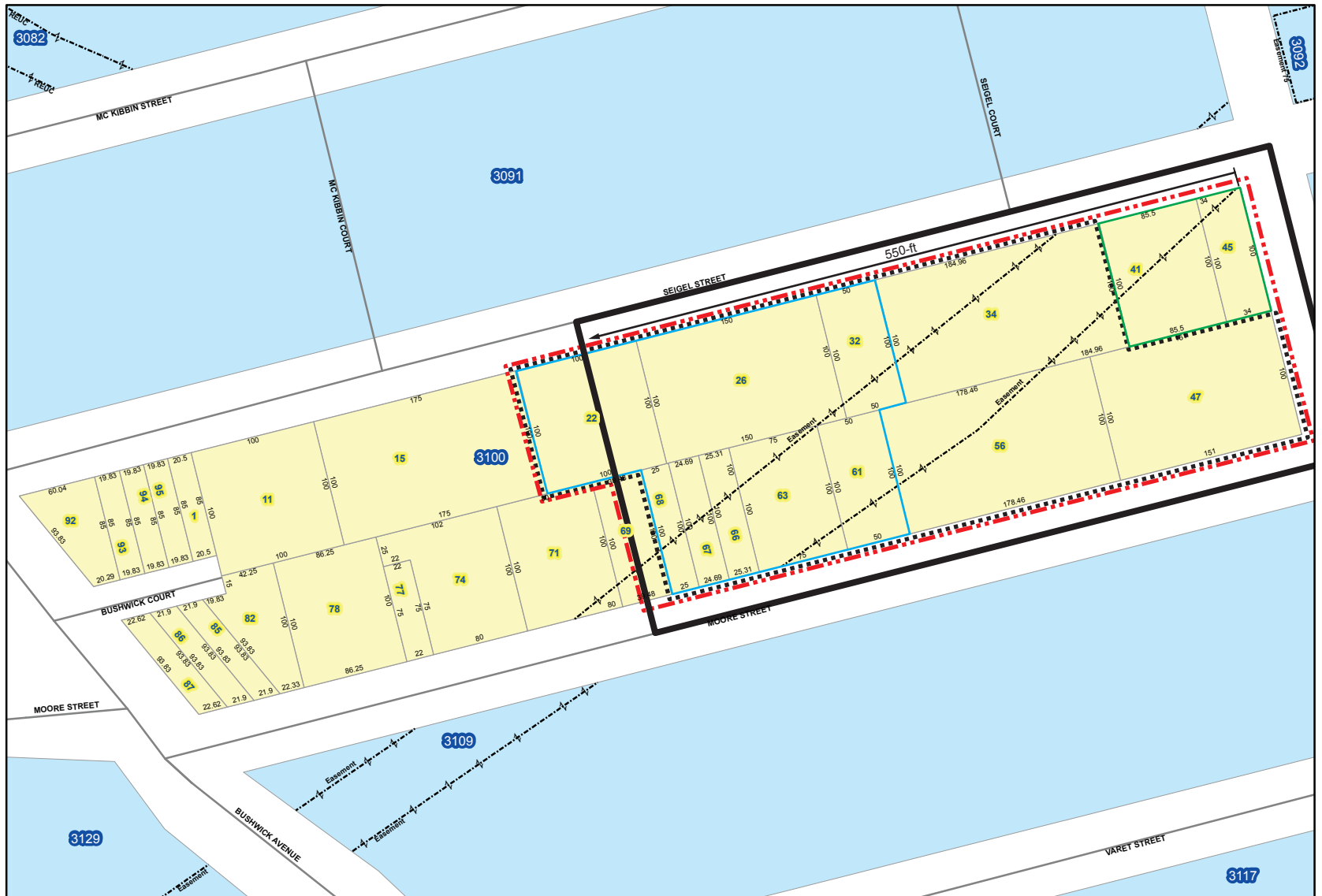
# NYC Digital Tax Map

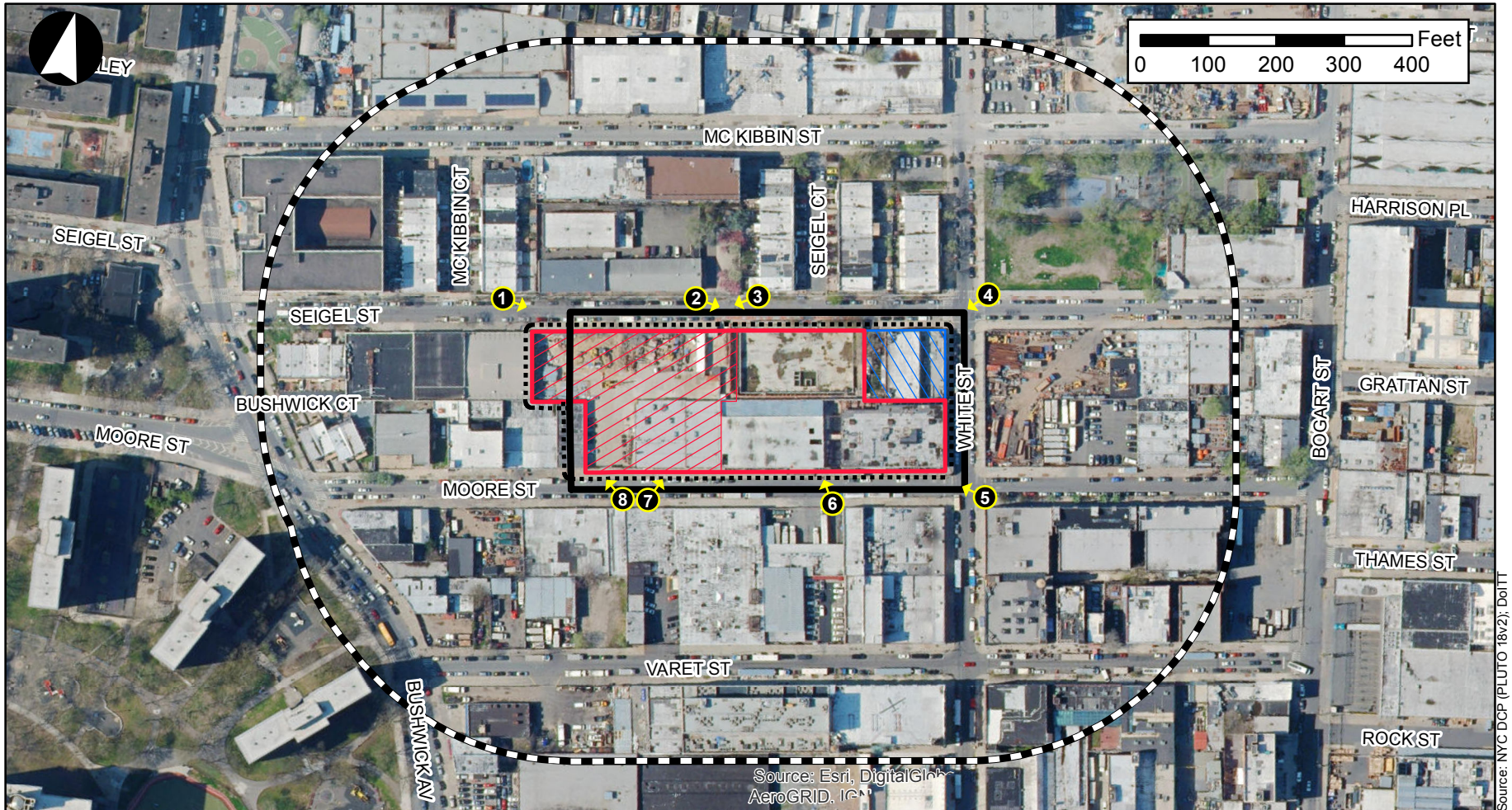
Effective Date : 06-08-2015 12:31:04  
End Date : Current  
Brooklyn Block: 3100



## Legend

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Project Area
- Proposed Rezoning Area
- Zoning Lot (LSGD boundary)
- Projected Development Site 1
- Projected Development Site 2





### Legend



Project Area

Proposed Rezoning Area

400-Foot Radius



Zoning Lot (Large Scale General Development boundary)



Projected Development Site 1



Projected Development Site 2



Photo Location

215 Moore Street

**Figure 5a**  
Existing Conditions Photos - Map Key





1.) Looking southeast towards Lots 22 and 26.



2.) Looking southeast towards Lot 34.



3.) Looking southwest towards Lots 32 and 26.



4.) Looking southwest towards Lots 41 and 45.



5.) Looking northwest towards Lots 47 and 56.



6.) Looking north towards Lot 56.



7.) Looking northeast towards Lots 61,63, and 66.



8.) Looking northwest towards Lots 68 and 69.



## 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.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
<b>LAND USE</b>				
<b>Residential</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Describe type of residential structures				
No. of dwelling units				
No. of low- to moderate-income units				
Gross floor area (sq. ft.)				
<b>Commercial</b>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Office, retail	Office, retail, hotel	Office, retail, hotel, exposition space (UG 12A)	New, additional office, retail & exposition space (UG 12A)
Gross floor area (sq. ft.)	50,320 gsf	179,661 gsf	699,408 gsf	+519,747 gsf
<b>Manufacturing/Industrial</b>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Type of use	Light Industrial/Warehouse	Light Industrial/Warehouse		Elimination of light industrial/warehouse uses
Gross floor area (sq. ft.)	3,400 gsf	6,733 gsf	0	-6,733 gsf
Open storage area (sq. ft.)	N/A	N/A	N/A	
If any unenclosed activities, specify:	Custom Fabricator & Warehouse	Custom Fabricator & Warehouse	N/A	
<b>Community Facility</b>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Type	Medical office	Medical office, UG 3A	UG 3A	Elimination of medical office
Gross floor area (sq. ft.)	3,333 gsf	19,548 gsf	16,215 gsf	-3,333 gsf
<b>Vacant Land</b>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:	Vacant former industrial building			
<b>Publicly Accessible Open Space</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
<b>Other Land Uses</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
<b>PARKING</b>				
<b>Garages</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces	N/A	0	249	+249 spaces
No. of accessory spaces	N/A	43 spaces	43 spaces	No Change
Operating hours	N/A	24/7	24/7	
Attended or non-attended	N/A	Attended	Attended	
<b>Lots</b>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces	N/A	N/A	N/A	
No. of accessory spaces	154 spaces	111 spaces	0 spaces	-111 spaces
Operating hours	24/7	24/7	N/A	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
<b>Other</b> (includes street parking)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
<b>POPULATION</b>				
<b>Residents</b>	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify number:				
Briefly explain how the number of residents was calculated:				
<b>Businesses</b>	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. and type	Three office tenants, one bakery, one medical office, and one industrial tenant	Hotel, multiple office tenants, multiple retail tenants, one medical office, two industrial tenants, and UG 3A tenant(s)	Hotel, multiple office tenants, multiple retail tenants, exposition space tenant, and UG 3A tenant(s)	Additional office and retail tenants, and exposition space tenant. Elimination of industrial and medical office tenants.
No. and type of workers by business	215, including 188 office workers, 12 retail workers, 11 medical office workers, and four industrial workers	412, including 238 office workers, 50 retail workers, 57 hotel workers, seven industrial workers, 59 community facility workers, and 1 parking attendant worker	2,236, including 1,920 office workers, 115 retail workers, 57 hotel workers, 89 exposition space workers, 49 community facility workers, and 6 parking attendant workers	+ 1,824 employees, including +1,682 office workers, +65 retail workers, +89 exposition space workers, +5 parking attendant workers, -7 industrial workers, and -10 community facility workers
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:	<p>The number of existing businesses was determined through site visits conducted in 2018. Existing and future employee estimates based on one office employee per 250 gsf, one retail employee per 300 gsf, one community facility employee per 333 gsf, one industrial employee per 1,000 gsf, one exposition space employee per 900 sf*, one hotel worker per 2.67 rooms, and one employee per 50 attended parking spaces.</p> <p><b>*Piers 92 and 94 EAS (2009)</b></p>			
<b>Other</b> (students, visitors, concert-goers, etc.)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If any, specify type and number:		Approx. 300 hotel guests + visitors	Approx. 300 hotel guests + visitors; approx. 2,500 exposition space (UG 12A) visitors	+2,500 exposition space (UG 12A) visitors
Briefly explain how the number was calculated:	<p>The number of daily hotel occupants assumes 2 persons per hotel room; the number of exposition space occupants assumes 1 person per 30 gsf of exposition space or a maximum capacity of 2,500 persons (ZR Section 32-21), whichever is less.</p>			
<b>ZONING</b>				
Zoning classification	M1-1 & M1-2	M1-1 & M1-2	M1-5 & M1-1	
Maximum amount of floor area that can be developed	M: 195,291 zsf C: 195,291 zsf CF: 463,171 zsf	M: 195,291 zsf C: 195,291 zsf CF: 463,171 zsf	M: 565,008 zsf C: 565,008 zsf CF: 740,483 zsf	M: +369,717 zsf C: +369,717 zsf CF: +277,312 zsf
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Land Use: Industrial/Manufacturing, Residential, Parking facilities	Land Use: Industrial/Manufacturing, Commercial, Residential, Parking facilities	Land Use: Industrial/Manufacturing, Commercial, Residential, Parking facilities	No Change



	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
	Zoning: M1-1, M1-2, and R6	Zoning: M1-1, M1-2, and R6	Zoning: M1-1, M1-2, and R6	

Attach any additional information that may be needed to describe the project.

If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.

**Part II: TECHNICAL ANALYSIS**

**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, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual 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 means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to 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 different from surrounding land uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. <b>To be provided in the EIS</b>		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete a PlanYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o 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:		
o Generate a net increase of more than 200 residential units or 200,000 square feet of commercial space?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
▪ If "yes," answer both questions 2(b)(ii) and 2(b)(iv) below.		
o Directly displace 500 or more residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
<b>i. Direct Residential Displacement</b>		
o If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	<input type="checkbox"/>	<input type="checkbox"/>
o 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?	<input type="checkbox"/>	<input type="checkbox"/>
<b>ii. Indirect Residential Displacement</b> See "Socioeconomic Conditions" section of Attachment B		
o Would expected average incomes of the new population exceed the average incomes of study area populations?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	<input type="checkbox"/>	<input type="checkbox"/>
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	<input type="checkbox"/>	<input type="checkbox"/>
<b>iii. Direct Business Displacement</b> See "Socioeconomic Conditions" section of Attachment B		
o Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	<input type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<ul style="list-style-type: none"> <li>Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<b>iv. Indirect Business Displacement</b> See "Socioeconomic Conditions" section of Attachment B		
<ul style="list-style-type: none"> <li>Would the project potentially introduce trends that make it difficult for businesses to remain in the area? <b>To be determined based on EIS analysis</b></li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets? <b>To be determined based on EIS analysis</b></li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<b>v. Effects on Industry</b> See "Socioeconomic Conditions" section of Attachment B		
<ul style="list-style-type: none"> <li>Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area? <b>To be determined based on EIS analysis</b></li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses? <b>To be determined based on EIS analysis</b></li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<b>3. COMMUNITY FACILITIES:</b> <a href="#">CEQR Technical Manual Chapter 6</a>		
<b>(a) Direct Effects</b>		
<ul style="list-style-type: none"> <li>Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(b) Indirect Effects</b>		
<b>i. Child Care Centers</b>		
<ul style="list-style-type: none"> <li>Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in <a href="#">Chapter 6</a>)</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>If "yes," 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?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ii. Libraries</b>		
<ul style="list-style-type: none"> <li>Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in <a href="#">Chapter 6</a>)</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>If "yes," would the additional population impair the delivery of library services in the study area?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<b>iii. Public Schools</b>		
<ul style="list-style-type: none"> <li>Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in <a href="#">Chapter 6</a>)</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>If "yes," 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 100 percent?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> <li>If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<b>iv. Health Care Facilities</b>		
<ul style="list-style-type: none"> <li>Would the project result in the introduction of a sizeable new neighborhood?</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>If "yes," would the project affect the operation of health care facilities in the area?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<b>v. Fire and Police Protection</b>		
<ul style="list-style-type: none"> <li>Would the project result in the introduction of a sizeable new neighborhood?</li> </ul>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<ul style="list-style-type: none"> <li>If "yes," would the project affect the operation of fire or police protection in the area?</li> </ul>	<input type="checkbox"/>	<input type="checkbox"/>
<b>4. OPEN SPACE:</b> <a href="#">CEQR Technical Manual Chapter 7</a>		
<b>(a)</b> Would the project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(b)</b> Is the project located within an under-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> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(c)</b> If "yes," would the project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
<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> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(e)</b> If "yes," would the project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
<b>(f)</b> If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<b>(g)</b> If “yes” to questions (c), (e), or (f) above, attach supporting information to answer the following: <b>To be determined based on EIS analysis</b>		
○ If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	<input type="checkbox"/>	<input type="checkbox"/>
○ If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5 percent? <b>To be determined based on EIS analysis</b>	<input type="checkbox"/>	<input type="checkbox"/>
○ If “yes,” are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify: <b>To be determined based on EIS analysis</b>	<input type="checkbox"/>	<input type="checkbox"/>
<b>5. SHADOWS:</b> <a href="#">CEQR Technical Manual Chapter 8</a>		
<b>(a)</b> Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(b)</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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(c)</b> If “yes” to either of the above questions, attach supporting information explaining whether the project’s shadow would reach any sunlight-sensitive resource at any time of the year. <b>To be determined based on EIS analysis</b>		
<b>6. HISTORIC AND CULTURAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 9</a>		
<b>(a)</b> 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; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the <a href="#">GIS System for Archaeology and National Register</a> to confirm)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(b)</b> Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(c)</b> If “yes” to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. <b>To be determined based on EIS analysis</b>		
<b>7. URBAN DESIGN AND VISUAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 10</a>		
<b>(a)</b> 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(b)</b> Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(c)</b> If “yes” to either of the above, please provide the information requested in <a href="#">Chapter 10</a> . <b>To be determined based on EIS analysis</b>		
<b>8. NATURAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 11</a>		
<b>(a)</b> Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of <a href="#">Chapter 11</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ If “yes,” list the resources and attach supporting information on whether the project would affect any of these resources.		
<b>(b)</b> Is any part of the directly affected area within the <a href="#">Jamaica Bay Watershed</a> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ If “yes,” complete the <a href="#">Jamaica Bay Watershed Form</a> and submit according to its <a href="#">instructions</a> .		
<b>9. HAZARDOUS MATERIALS:</b> <a href="#">CEQR Technical Manual Chapter 12</a>		
<b>(a)</b> Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(b)</b> Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(c)</b> Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in <a href="#">Appendix 1</a> (including nonconforming uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(d)</b> Would 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(e)</b> Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(f)</b> Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(g)</b> Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>(h)</b> Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
○ If “yes,” were Recognized Environmental Conditions (RECs) identified? Briefly identify: <b>To be provided in EIS</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>(i)</b> Based on the Phase I Assessment, is a Phase II Investigation needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<b>10. WATER AND SEWER INFRASTRUCTURE:</b> <a href="#">CEQR Technical Manual Chapter 13</a>		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) If the proposed project located in a <a href="#">separately sewered area</a> , would it result in the same or greater development than that listed in Table 13-1 in <a href="#">Chapter 13</a> ?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project 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, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. <b>To be provided in the EIS</b>		
<b>11. SOLID WASTE AND SANITATION SERVICES:</b> <a href="#">CEQR Technical Manual Chapter 14</a>		
(a) Using Table 14-1 in <a href="#">Chapter 14</a> , the project's projected operational solid waste generation is estimated to be (pounds per week): <b>Refer to Attachment B.</b>		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>
<b>12. ENERGY:</b> <a href="#">CEQR Technical Manual Chapter 15</a>		
(a) Using energy modeling or Table 15-1 in <a href="#">Chapter 15</a> , the project's projected energy use is estimated to be (annual BTUs): <b>Refer to Attachment B.</b>		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>13. TRANSPORTATION:</b> <a href="#">CEQR Technical Manual Chapter 16</a>		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in <a href="#">Chapter 16</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 peak hour. See Subsection 313 of <a href="#">Chapter 16</a> for more information.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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/rail trips per station or line?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<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 Section 210 in <a href="#">Chapter 17</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in <a href="#">Chapter 17</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in <a href="#">Chapter 17</a> ? (Attach graph as needed) <b>To be provided in the EIS</b>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(f) If “yes” to any of the above, conduct the appropriate analyses and attach any supporting documentation. <b>To be provided in the EIS</b>		
<b>15. GREENHOUSE GAS EMISSIONS:</b> <a href="#">CEQR Technical Manual Chapter 18</a>		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City’s solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project result in the development of 350,000 square feet or more?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) If “yes” to any of the above, would the project require a GHG emissions assessment based on guidance in <a href="#">Chapter 18</a> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” would the project result in inconsistencies with the City’s GHG reduction goal? (See <a href="#">Local Law 22 of 2008</a> ; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. <b>To be assessed as part of the EIS</b>	<input type="checkbox"/>	<input type="checkbox"/>
<b>16. NOISE:</b> <a href="#">CEQR Technical Manual Chapter 19</a>		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in <a href="#">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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If “yes” to any of the above, conduct the appropriate analyses and attach any supporting documentation. <b>To be provided in the EIS.</b>		
<b>17. PUBLIC HEALTH:</b> <a href="#">CEQR Technical Manual Chapter 20</a>		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If “yes,” explain why an assessment of public health is or is not warranted based on the guidance in <a href="#">Chapter 20</a> , “Public Health.” Attach a preliminary analysis, if necessary. <b>To be determined in EIS analyses.</b>		
<b>18. NEIGHBORHOOD CHARACTER:</b> <a href="#">CEQR Technical Manual Chapter 21</a>		
(a) Based upon the analyses conducted, do any of the following technical areas require 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If “yes,” explain why an assessment of neighborhood character is or is not warranted based on the guidance in <a href="#">Chapter 21</a> , “Neighborhood Character.” Attach a preliminary analysis, if necessary. <b>See “Neighborhood Character” section of Attachment B.</b>		
<b>19. CONSTRUCTION:</b> <a href="#">CEQR Technical Manual Chapter 22</a>		
(a) Would the project’s construction activities involve:		
o Construction activities lasting longer than two years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If any boxes are checked “yes,” explain why a preliminary construction assessment is or is not warranted based on the guidance in <a href="#">Chapter 22</a> , “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. <b>See “Construction” section of Attachment B.</b>		

**20. APPLICANT'S CERTIFICATION**

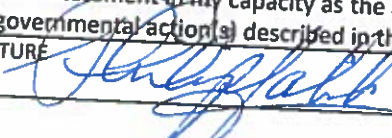
I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the 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 applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME

PHILIP HABIB

SIGNATURE



DATE


6/12/19

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.



**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 or 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 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>Potentially Significant Adverse Impact</b>	
<b>IMPACT CATEGORY</b>	<b>YES</b>	<b>NO</b>
Land Use, Zoning, and Public Policy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Socioeconomic Conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Shadows	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic and Cultural Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Urban Design/Visual Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water and Sewer Infrastructure	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Health	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Neighborhood Character	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>2. Are there any aspects of the project relevant to the determination of 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?</p> <p>If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>3. Check determination to be issued by the lead agency:</p> <p><input checked="" type="checkbox"/> <b>Positive Declaration:</b> 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 <i>Positive Declaration</i> and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).</p> <p><input type="checkbox"/> <b>Conditional Negative Declaration:</b> A <i>Conditional Negative Declaration</i> (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 of 6 NYCRR Part 617.</p> <p><input type="checkbox"/> <b>Negative Declaration:</b> If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a <i>Negative Declaration</i>. The <i>Negative Declaration</i> may be prepared as a separate document (see <a href="#">template</a>) or using the embedded Negative Declaration on the next page.</p>		
<p>4. <b>LEAD AGENCY'S CERTIFICATION</b></p>		
<p>TITLE</p> <p>Director, Environmental Assessment and Review Division</p>	<p>LEAD AGENCY</p> <p>New York City Department of City Planning, acting on behalf of the City Planning Commission</p>	
<p>NAME</p> <p>Olga Abinader</p>	<p>DATE</p> <p>August 23, 2019</p>	
<p>SIGNATURE</p> 		





**Attachment A**  
**Project Description**



## 215 MOORE STREET EAS

### Attachment A: Project Description

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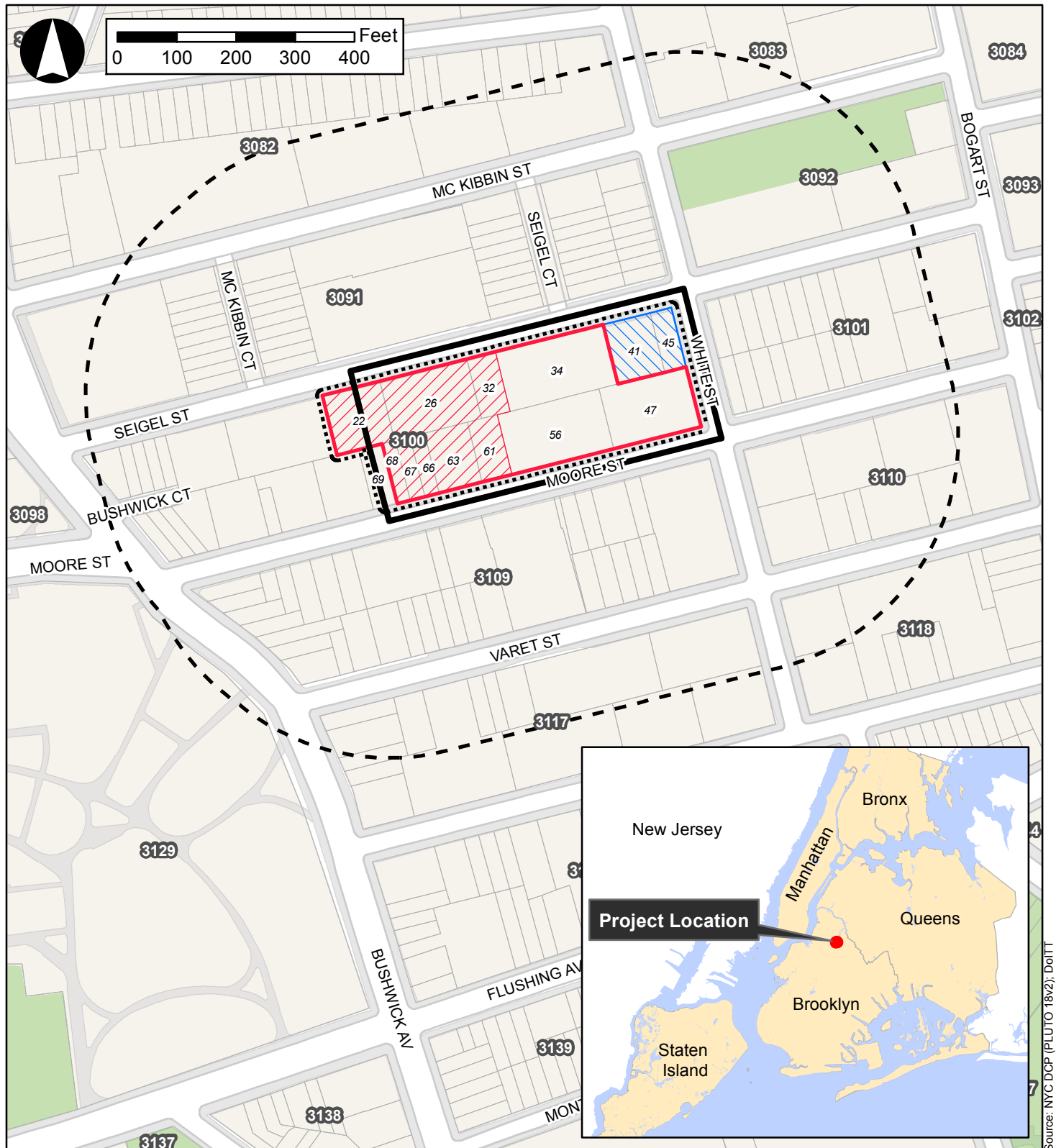
#### A. INTRODUCTION

This Environmental Assessment Statement (EAS) considers the discretionary actions requested by 215 Moore Acquisition, LLC (the “Applicant”) that would facilitate the development of a new 13-story commercial building at 215 Moore Street (Block 3100, Lots 22, 26, 32, 61, 63, 66, 67, and 68; the “Development Site” or “Projected Development Site 1”) in the East Williamsburg neighborhood of Brooklyn Community District (CD) 1 (see **Figure A-1, “Project Location”**). The proposed building would contain approximately 375,824 gross square feet (gsf) of office space, 16,026 gsf of retail, 79,592 gsf of for-profit exposition space, and 249 public parking spaces (the “Proposed Project”). The Development Site would be located within a larger 101,442-sf zoning lot (the “Zoning Lot”) comprised of the Development Site, in addition to adjacent lots 34, 47, and 56, which are currently being redeveloped as-of-right with three predominantly commercial buildings. All tax lots within the Zoning Lot are owned by the Applicant.

To facilitate the Proposed Project, the Applicant is seeking: (1) a zoning map amendment to rezone a portion of Block 3100 within 550 feet of White Street (the “Proposed Rezoning Area”) from M1-1 and M1-2 to M1-5; (2) a Large Scale General Development (LSGD) Special Permit pursuant to ZR Section 74-743(a)(2) to permit on the Zoning Lot (i) location of the Proposed Project without regard for the required rear yard equivalent pursuant to ZR Section 43-28 for the through lot portion of the Development Site, and (ii) location of the Proposed Project without regard to applicable height and setback regulations by allowing a front wall height of 49 feet, in excess of the 30-foot maximum, and penetration of the 1:1 sky exposure plane within the M1-1 portion of the Development Site; and (3) a Special Permit by the New York City Planning Commission (CPC) pursuant to ZR Section 74-52 to permit a public parking garage in excess of 150 spaces on the Zoning Lot in an M1-5 zoning district (collectively, the “Proposed Actions”). The Proposed Rezoning Area, which encompasses Brooklyn Block 3100, Lots 22 (p/o), 26, 32, 34, 41, 45, 47, 56, 61, 63, 66-68, and 69 (p/o), would affect the Zoning Lot, as well as the non-Applicant-owned Lots 41, 45, and 69 (p/o) (collectively, the “Project Area”), and the proposed LSGD Special Permit and Public Parking Garage Special Permit would each affect the Zoning Lot only. (refer to **Figure A-1**).

A reasonable worst-case development scenario (RWCDs) has been established for the Proposed Actions for an analysis year of 2023. Under the RWCDs, the Proposed Project would be constructed pursuant to the proposed zoning map amendment, LSGD Special Permit, and Public Parking Garage Special Permit. In addition, it is assumed that a new commercial development would occur on the non-Applicant-owned Lots 41 and 45 (“Projected Development Site 2”). Combined, under the RWCDs the Proposed Actions are expected to result in a net increase of 420,549 gsf of commercial office space, 19,606 gsf of retail space, 79,592 gsf of exposition space, and 249 public parking spaces, as well as a net reduction of 6,733 gsf of light industrial uses, 3,333 gsf of community facility uses, and 111 accessory parking spaces.

This attachment provides a detailed description of the Proposed Project and Proposed Actions, including project background, project purpose and need, site description, project description, and the governmental approvals required. The supplemental analyses following this chapter examine the potential for the Proposed Actions to result in significant adverse environmental impacts in any technical area of the 2014 *City Environmental Quality Review (CEQR) Technical Manual*.



Source: NYC DCP (PLUTO 18v2); DoITT

## Legend

- |                        |   |             |
|------------------------|---|-------------|
| Project Area           | Zoning Lot (Large Scale General Development boundary) | Tax Blocks  |
| Proposed Rezoning Area | Projected Development Site 1 (Applicant-owned)        | 22 Tax Lots |
| 400-Foot Radius        | Projected Development Site 2 (Non-Applicant-owned)    |             |

## B. BACKGROUND AND EXISTING CONDITIONS

### Project Area

The Proposed Rezoning Area encompasses Block 3100, Lots 22 (p/o), 26, 32, 34, 41, 45, 47, 56, 61, 63, 66-68, and 69 (p/o) in the East Williamsburg neighborhood of Brooklyn CD 1; Lots 22, 26, 32, 61, 63, and 66-68 are owned by the Applicant and comprise the “Development Site” or “Projected Development Site 1.” Projected Development Site 1 is located within a larger zoning lot (the “Zoning Lot”), which includes adjacent lots 34, 47, and 56, that are also Applicant-owned. The Zoning Lot is located in a larger area (the “Project Area”) comprised of the Zoning Lot, in addition to adjacent lots 41, 45, and 69 (p/o). In total, the Proposed Rezoning Area encompasses a total of 110,000 sf of area and has 200 feet of frontage on the west side of White Street, 550 feet of frontage on the south side of Seigel Street, and 550 feet of frontage on the north side of Moore Street. The Zoning Lot totals 101,442 sf and has 100 feet of frontage on the west side of White Street, 485 feet of frontage on the south side of Seigel Street, and 529.5 feet of frontage on the north side of Moore Street. The Project Area totals 115,442 sf and has 200 feet of frontage on the west side of White Street, 604.5 feet of frontage on the south side of Seigel Street, and 550 feet of frontage on the north side of Moore Street. A discussion of each of the Project Area lots is provided below.

### ***Applicant-Owned Development Site (Projected Development Site 1)***

As described above, the Applicant-owned Development Site, or Projected Development Site 1, is comprised of Block 3100, Lots 22, 26, 32, 61, 63, and 66-68.

Lot 22 is an approximately 10,000-sf lot with approximately 100 feet of frontage on the south side of Seigel Street. As presented in **Figure 5b** of the EAS Form (photo #1), Lot 22, along with adjacent lots 26, 32, and 66-68, is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. Lot 22 is currently zoned M1-1. The westernmost 54'-1" of the lot (comprising a total of 5,408.3 sf of lot area) is located outside of the Proposed Rezoning Area.

Lot 26 is an approximately 15,000-sf lot with approximately 150 feet of frontage on the south side of Seigel Street. As presented in **Figure 5b** (photos #1 and #3), Lot 26, along with adjacent lots 22, 32, and 66-68, is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. The easternmost 50.5 feet of Lot 26 (comprising 5,050 sf of lot area) is zoned M1-2, while the western 99.5 feet of the lot (comprising 9,950 sf of lot area) is zoned M1-1.

Lot 32 is an approximately 5,496-sf lot with approximately 54.96 feet of frontage on the south side of Seigel Street. As presented in **Figure 5b** (photo #3), Lot 32, along with adjacent lots 22, 26, and 66-68, is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. Lot 32 is zoned M1-2.

Lot 61 (shown in **Figure 5c** of the EAS Form, photo #7) is an approximately 5,000-sf lot with approximately 50 feet of frontage on the north side of Moore Street. Lot 61 is currently occupied by a one-story, 19-foot-tall, brick building built to the lot line. The building was originally constructed in 1931 but was renovated by the Applicant in 2014. Remezcla, a media company, is the current building tenant. Lot 61 is zoned M1-2.

Lot 63 (shown in **Figure 5c**, photo #7) is an approximately 7,500-sf lot with approximately 75 feet of frontage on the north side of Moore Street. The easternmost 20.5 feet of Lot 63 (comprising 2,050 sf of lot area) is zoned M1-2, while the western 54.5 feet of the lot (comprising 5,450 sf of lot area) is zoned M1-1. The lot is currently occupied by an 18-foot-tall, one-story building that is built to the property line. Similar to the building on neighboring Lot 61, the Lot 63 building was renovated by the Applicant in 2014. The building is currently occupied by CartoDB, a web-mapping software company, and the Brooklyn Bread Lab; the Brooklyn Bread Lab makes and distributes their products from the building as well as offers cooking classes.

Lot 66 (shown partially in **Figure 5c**, photo #7) is an approximately 2,531-sf lot with approximately 25.31 feet of frontage on the north side of Moore Street. Lot 66, along with adjacent lots 22, 26, 31, 67, and 68, is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. Lot 66 is zoned M1-1.

Lot 67 is an approximately 2,469-sf lot with approximately 24.69 feet of frontage on the north side of Moore Street. Lot 67, along with adjacent lots 22, 26, 32, 66, and 68, is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. Lot 67 is zoned M1-1.

Lot 68 is an approximately 2,500-sf lot with approximately 25 feet of frontage on the north side of Moore Street. As presented in **Figure 5c** (photo #8), Lot 68, along with adjacent lots 22, 26, 32, 66, and 67 is currently occupied by an approximately 146-space surface accessory parking lot, which is accessed via Moore Street. The parking lot is surrounded by fencing and is not visible from the street. Lot 68 is zoned M1-1.

### ***Remainder of the Zoning Lot (Lots 34, 47, 56)***

Lot 34 (shown in **Figure 5b**, photo #2) is an approximately 18,000-sf lot with approximately 180 feet of frontage on the south side of Seigel Street. Lot 34 is currently under construction for the site's as-of-right development with an approximately 132,952-gsf hotel and community facility building pursuant to the lot's existing M1-2 zoning.<sup>1</sup> As discussed in greater detail below, a portion of Lot 34 (or the entirety of the former Lot 34 prior to a 2014 lot merger) is located within the McKibbin Moore Urban Renewal Area (URA) adopted by the New York City Planning Commission (CPC) in 1988.

Lot 47 (shown in **Figure 5c**, photo #5) is an approximately 15,100-sf corner lot with approximately 151 feet of frontage on the north side of Moore Street and approximately 100 feet of frontage on the west side of White Street. Lot 47 is currently under construction for the building's as-of-right interior renovation pursuant to the lot's existing M1-2 zoning, which will convert the existing 29.5-foot-tall single-story building into a two-story building. The alteration will not change the height of the existing building. The existing brick building is built to the lot line and reaches its maximum height without any setback from the

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<sup>1</sup> While hotels are only permitted by Special Permit in M1 districts pursuant to the recently-approved M1 Hotel Text Amendment, as DOB permits were approved and construction began prior to approval of this text amendment, no Special Permit is required. In addition, though Use Group 3A is generally not permitted in M1 districts, the as-of-right development on Lot 34 includes approximately 16,215 gsf of community facility (Use Group 3A – museum) uses pursuant to ZR Section 42-12, which permits museum uses that are ancillary to motion picture production, radio, or television studios, provided they are located within 500 feet of such studios and do not exceed 75,000 sf of floor area.

streetwall.

Lot 56 is an approximately 17,846-sf lot with approximately 178.46 feet of frontage on the north side of Moore Street. As shown in **Figure 5c** (photo #5), Lot 56 is currently under construction for the building's as-of-right interior renovation pursuant to the lot's existing M1-2 zoning. Once completed, the building will resemble the existing building on Lot 47 and rise to a maximum height of 29 feet without any setback from the lot line.

### **Remainder of the Project Area (Lots 41, 45, 69)**

Lot 41 is an approximately 8,550-sf lot with approximately 85.5 feet of frontage on the south side of Seigel Street. As presented in **Figure 5b** (photo #4), Lot 41 is currently occupied by a three-story, approximately 35-foot-tall building on the eastern portion of the lot and eight surface accessory parking spaces on the western portion of the lot. The Lot 41 has three existing tenants: a fine arts custom fabrication firm, a landscape design firm, and a doctor's office. Lot 41 is zoned M1-2.

Lot 45 is an approximately 3,400-sf corner lot with approximately 34 feet of frontage on the south side of Seigel Street and approximately 100 feet of frontage on the west side of White Street. As presented in **Figure 5b** (photo #4), Lot 45 is currently occupied by a vacant one-story former industrial building built to the lot line. Lot 45 is zoned M1-2.

Lot 69 is an approximately 3,948-sf lot with 39.48 feet of frontage on the north side of Moore Street. The easternmost 20' 6.5" of Lot 69 (comprising a total of 2,054.2 sf of lot area) is located within the Proposed Rezoning Area. As presented in **Figure 5b** (photo #8), Lot 69 is currently occupied by a one-story approximately 3,948-gsf industrial building. Lot 69 is zoned M1-1.

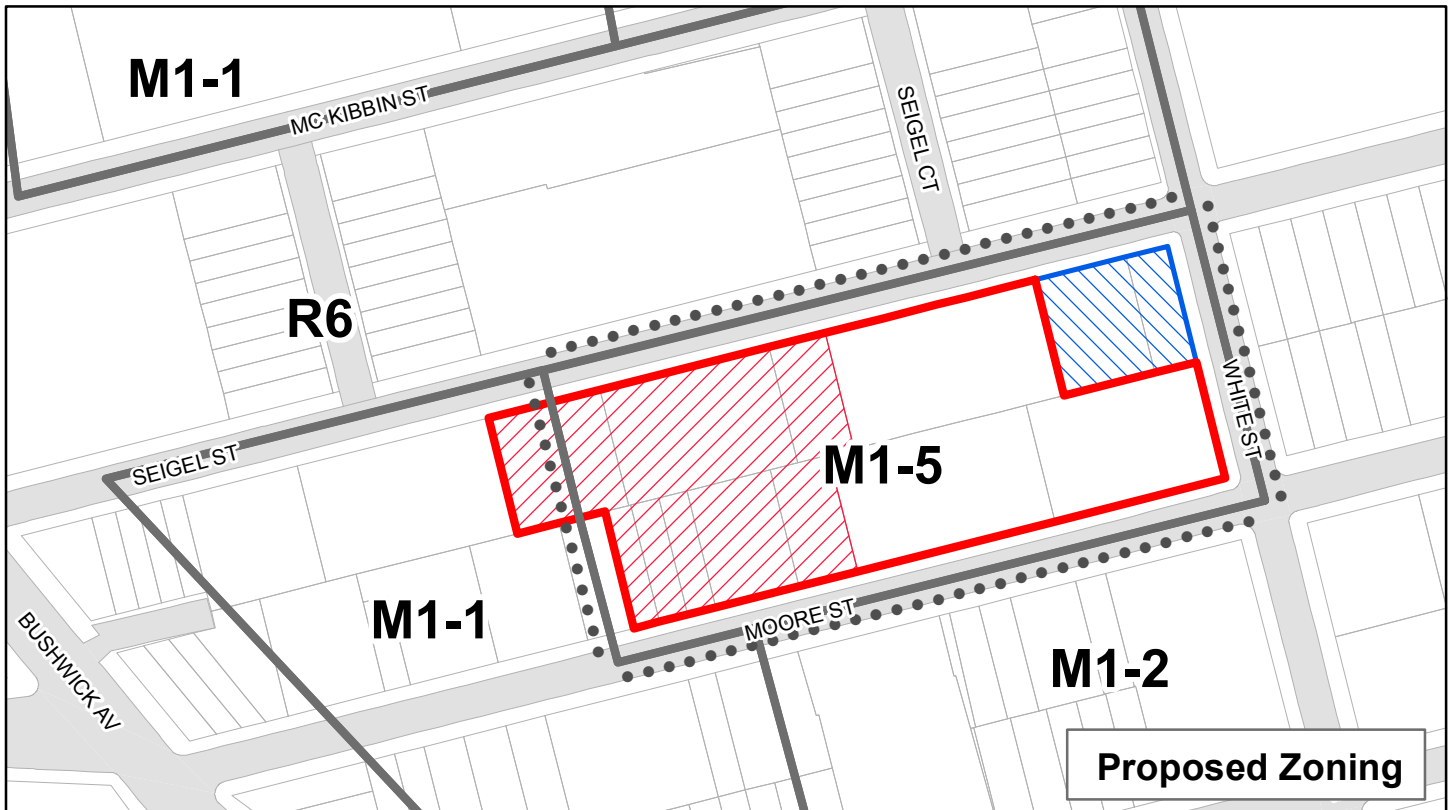
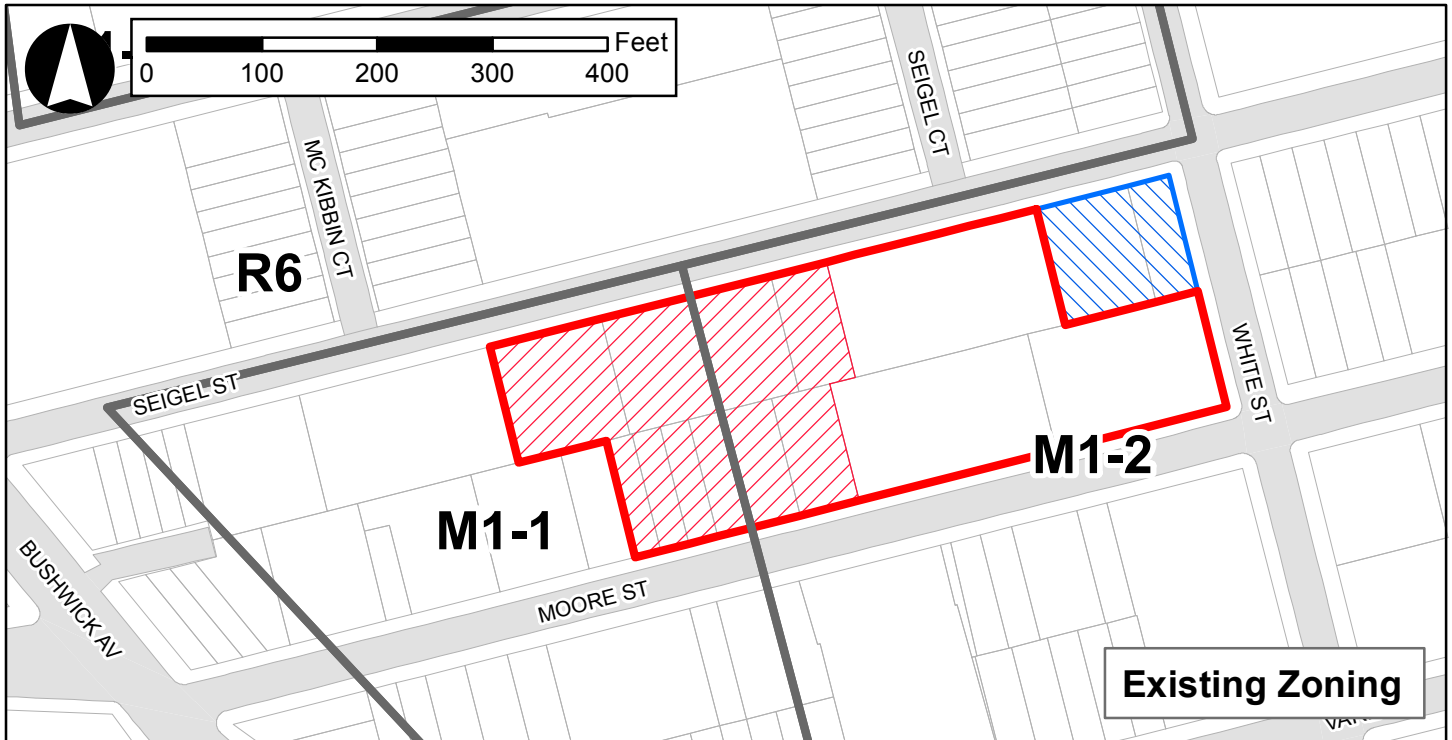
### **Easements Affecting the Project Area**

There are two existing easements over the Project Area: (i) the Zoning Lot Development and Easement Agreement (ZLDEA) recorded on November 11, 2016 (CRFN # 2016000418069); and (ii) an easement for New York City (NYC) Water Tunnel No. 2 (refer to Figure 4, "Tax Map," in the EAS Form). As stated in the ZLDEA, a perpetual non-exclusive easement for pedestrian egress, ingress, access and use, and for maintenance was established to prohibit development on portions of the Zoning Lot surrounding the planned as-of-right hotel and commercial buildings on Lots 34, 47, and 56. The NYC Water Tunnel No. 2 easement is a subsurface easement that runs northeast-to-southwest below the Project Area at a width that ranges between approximately 50 feet and 100 feet. The NYC Water Tunnel No. 2 was constructed in 1935. Though limited information regarding the NYC Water Tunnel No. 2 easement is publicly available, it is estimated that the easement runs at a depth of approximately 380 to 780 feet below the surface.

### **Zoning**

As shown in **Figure A-2**, the Project Area is split between M1-1 and M1-2 zoning districts. The entirety of the Project Area was originally zoned M1-1 as part of the 1961 Zoning Resolution. M1-1 is a light manufacturing/industrial district that has performance standards and may serve as industrial front yards or buffers to adjacent residential and commercial zoning districts. High performance industrial uses are allowed, as well as a range of commercial uses. Pursuant to the recently-approved M1 Hotel Text Amendment, hotels are only permitted by Special Permit. Additional Use Group 4 community facilities are allowed in M1 districts by special permit. Residential development is generally not allowed in M1 districts.





**Legend**

- Zoning Lot
- Projected Development Site 1
- Projected Development Site 2
- M1-5 Zoning Districts
- Area to be Rezoned

M1-1 districts have a maximum floor area ratio (FAR) of 1.0 for manufacturing and commercial uses and 2.4 for community facility uses (Use Group 4, only).<sup>2</sup> Buildings in M1-1 districts are governed by the sky exposure plane, which begins 30 feet above the street line. Within M1-1 districts, off-street parking is required and varies by use.

In November 1965, Lots 32, 34, 41, 45, 47, 56, and 61, as well as portions of Lots 63 and 26, were rezoned to M1-2. The remaining balance of the Project Area was left M1-1. M1-2 districts permit the same uses as the previously discussed M1-1 district. However, M1-2 districts allow for manufacturing and commercial uses up to 2.0 FAR and community facility uses up to 4.8 FAR. Building height in M1-2 districts is governed by the sky exposure plane, which begins 60 feet above the street line. Parking is required within the district and varies by use.

### ***McKibbin Moore Urban Renewal Plan***

The McKibbin Moore Urban Renewal Plan (URP) was first created in 1988 to facilitate the construction of 64 two-family homes for moderate-income families and the development of two parcels for industrial uses within the McKibbin Moore Urban Renewal Area (URA). The area includes five sites, three of which were designated for residential use, and the remaining two for industrial use. Prior to a 2014 lot merger that combined former Lots 34, 35, 36, 38, 39, and 40 (CRFN#2014000423030), the former 25' by 100' (2,500-sf) Lot 34 was within the McKibbin Moore URA. The URP stipulates that the former Lot 34 building(s) abide by the uses consistent with the permitted uses in M1-1 districts, so long as strict performance standards were maintained.

### **Neighborhood Context**

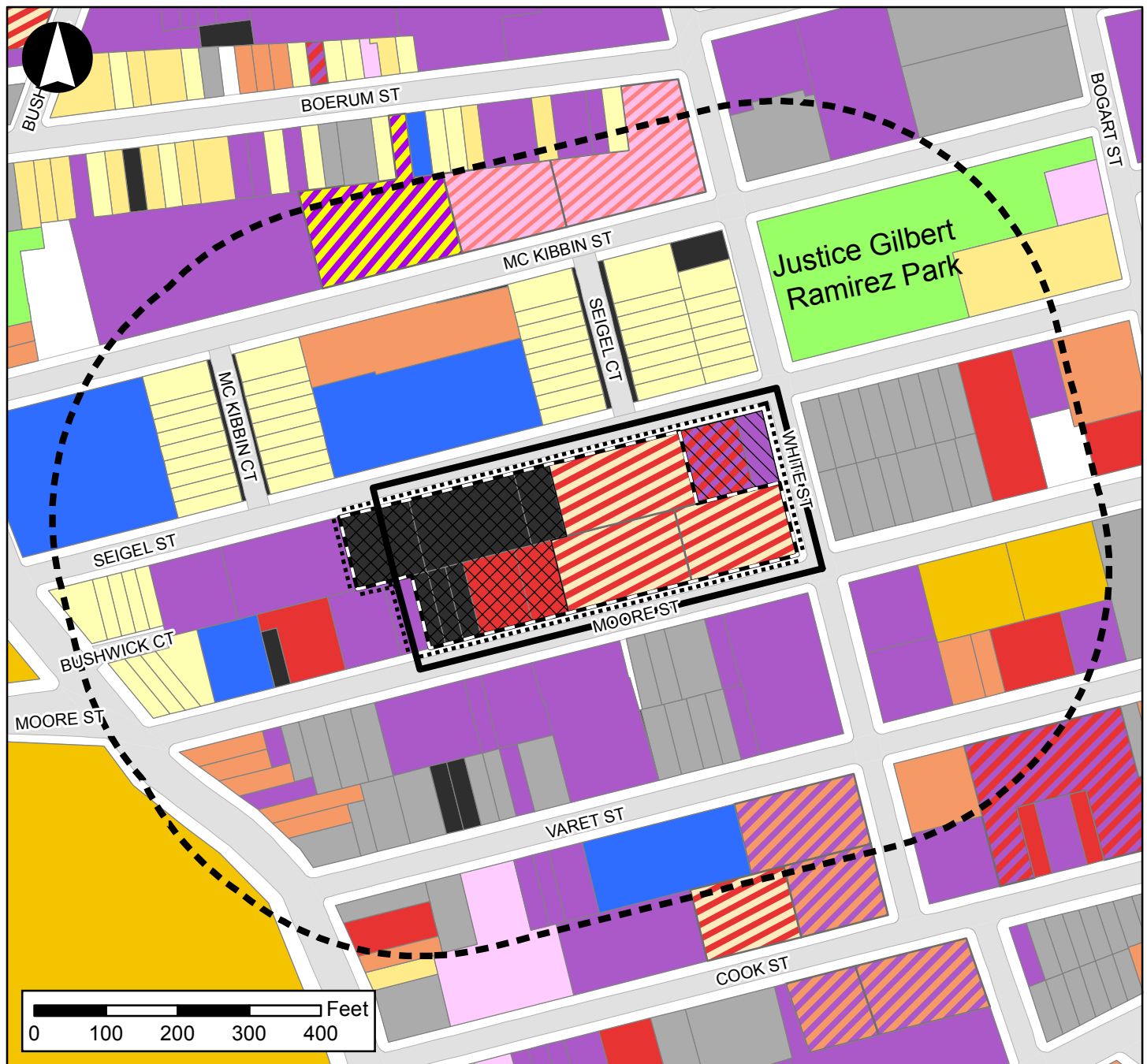
The Project Area is located in the East Williamsburg neighborhood of Brooklyn. Predominant land uses within a radius of approximately 400 feet of the Project Area include industrial and manufacturing uses, as well as residential and parking uses. Institutional, commercial/office, and open space uses are also present in the surrounding area. As presented in **Figure A-3**, many of the buildings in the surrounding area are occupied by multiple uses. During the past several years, the neighborhood has experienced considerable residential growth, consistent with larger development trends in East Williamsburg and neighboring Williamsburg, Bushwick and Bedford-Stuyvesant.

Institutional uses within 400 feet of the Project Area include Our Lady of the Rosary Pompeii (located at 225 Seigel Street), the Williamsburg Charter High School (198 Varet Street), the Mount Cavalry FBH Church (170 Moore Street), and P.S. 147 Isaac Remsen School (325 Bushwick Avenue). Residential buildings vary in type from mixed-use buildings with ground floor retail uses to attached single-family houses (refer to **Figure A-3**). Gilbert Ramirez Park, a 1.03-acre open space owned and operated by the New York City Department of Parks and Recreation (DPR) is also located within 400 feet of the Project Area. Buildings in the surrounding area generally range from one to four stories in height; the tallest nearby building is the eight-story Williamsburg Charter High School building, noted above.

The Project Area is located within the boundaries of the New York City Department of City Planning (DCP)'s "North Brooklyn Industry and Innovation Plan" study area. The plan was released on November 19<sup>th</sup>, 2018 and an update was shared in April 2019 at Brooklyn Community Board 1 (April 9, 2019) and Community Board 4 (April 17, 2019). Utilizing input from the local community, the plan identifies strategies to

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<sup>2</sup> It should be noted that, pursuant to ZR Section 42-12, Use Group 3A in M1 districts is limited to museum uses that are ancillary to motion picture production, radio, or television studios, provided they are located within 500 feet of such studios and do not exceed 75,000 sf of floor area.

**Legend**

Project Area



Proposed Rezoning Area



400-Foot Radius



Zoning Lot (Large Scale General Development boundary)



Projected Development Site 1



Projected Development Site 2



One- and Two-Family Buildings



Multi-family Walkup Buildings



Multi-family Elevatory Buildings



Mixed Commercial/Residential



Commercial/Office Buildings



Industrial/Manufacturing



Transportation/Utility



Public Facilities &amp; Institutions



Open Space



Parking Facilities



Vacant Land



Industrial/Residential



Industrial/Manufacturing and Mixed Commercial/Residential



Industrial/Manufacturing and Commercial/Office Buildings



Industrial/Retail



Under Construction

promote job growth and economic activity and ensure that core industrial areas (i.e., areas of the most intensive industrial activity) provide such businesses to thrive. The plan explores new models for innovation districts to support 21st century businesses and jobs, with opportunities, as appropriate, for a mix of light industrial and commercial uses. Using zoning and other policy tools, the goals of the plan are to (1) create a better business environment for all, by preserving and growing industrial jobs, as well as other compatible jobs in the creative and innovative sectors; (2) improve the quality of life for workers and residents within the area and nearby; (3) address the potential for conflicts between industrial and non-industrial uses; (4) identify improvements to transportation and infrastructure conditions that would support growth in economic activity; and (5) address environmental and resiliency challenges. The North Brooklyn Plan also establishes a land use framework that identifies subareas based on existing trends and assets, which include the “Core Industrial Area,” which is the central hub for essential industrial business; the “Growth District,” which is a dynamic, transit-accessible district for creative and tech-driven jobs of the future; the “Transition Area,” which is a mix of industrial and non-industrial uses serving as a buffer between subareas; and the “Stable Areas, or small peripheral areas where no change in land use is recommended, such as the “Mixed Edge,” the “Commercial Edge,” and the “Established Residential” area.

Across Moore Street, the North Brooklyn Industrial Business Zone (IBZ) is located directly south of the Project Area. The designation of an IBZ fosters high-performing business districts by creating competitive advantages over locating in areas outside of New York City. The IBZs are supported by tax credits for relocating within them, zone-specific planning efforts, and direct business assistance from Industrial Providers of NYC Business Solutions Industrial and Transportation. In light of the purpose of IBZs to foster industrial sector growth by creating real estate certainty, residential rezonings are generally not supported within IBZs.

The Project Area is close to Justice Gilbert Ramirez Park, a 1.03-acre open space located one block to the northeast. The playground is located near the Morgan Avenue Subway Station and its playground equipment features a NYC Transit theme. The playground also features basketball and handball courts, landscaped areas, trees, and bench seating. Justice Gilbert Ramirez Park is owned and operated by the New York City Department of Parks and Recreation (DPR).

The Project Area is also close to public transit access. The Morgan Avenue (L) Subway Station is located approximately 550 feet northeast of the Project Area, with entrances at the intersection of Bogart Street and Harrison Place. In addition, the Flushing Avenue (M/J) Subway Station is an approximately seven-minute (0.3-mile) walk from the Project Area, with entrances at the intersections of Flushing Avenue and Broadway, and Fayette Street and Broadway. Several local bus routes are also within close proximity to the Project Area. The B60 bus runs along Morgan Street (to the east of the Project Area) and Johnson Avenue (to the north of the Project Area), providing connections between Canarsie and Williamsburg, Brooklyn; the B57 bus runs along Flushing Avenue (to the south of the Project Area), providing connections between Red Hook, Brooklyn and Maspeth, Queens; the B43 bus runs along Graham Avenue (to the west of the Project Area), providing connections between Greenpoint and Crown Heights, Brooklyn; and the B46 bus runs along Broadway (to the southwest of the Project Area), providing connections between Williamsburg and Marine Park, Brooklyn.

## **C. DESCRIPTION OF THE PROPOSED ACTIONS**

The Proposed Actions include a zoning map amendment, a LSGD Special Permit, and a Public Parking Garage Special Permit. These three actions are detailed below.

## Zoning Map Amendment

The proposed zoning map amendment, which would rezone the Proposed Rezoning Area from M1-1 and M1-2 to M1-5, would increase the permitted FAR in the Proposed Rezoning Area (see **Figure A-2** for the Proposed Rezoning Area boundaries) from 2.4 and 4.8 to 6.5,<sup>3</sup> allowing for additional development of commercial, light industrial, and community facility uses than could be provided under existing conditions, in addition to reducing the loading dock and accessory parking requirements. While the Proposed Rezoning Area under an M1-5 district would still be governed by the *sky-exposure plane* as under the existing M1-1 and M1-2 zoning, the additional permitted density under the M1-5 district would result in larger building envelopes to accommodate the increase in permitted commercial, light industrial, and community facility uses. As shown in **Figure A-2**, the northern boundary of the Proposed Rezoning Area would extend approximately 550 feet along Seigel Street, approximately 200 feet along White Street, and approximately 550 feet along Moore Street.

## Large-Scale General Development (LSGD) Special Permit

A LSGD Special Permit pursuant to ZR Section 74-743(a)(2), which will be applicable only for the Applicant-owned lots comprising the Zoning Lot, is being sought to allow the Applicant to waive underlying yard and height and setback regulations. Absent the LSGD Special Permit, the Proposed Project under M1-5 zoning would be (1) required to provide a rear yard with a minimum depth of 20 feet; and (2) limited to a maximum streetwall height 85 feet or six stories (whichever is less), with an initial setback distance of 20 feet along narrow streets and 15 feet along wide streets.<sup>4</sup> By waiving the underlying yard and height and setback regulations, the proposed LSGD Special Permit would allow greater design flexibility for the purpose of better site planning and urban design.<sup>5</sup> LSGDs are typically located in medium- or high-density commercial or manufacturing districts and uses in an LSGD must adhere to the underlying zoning district. The waivers granted under the LSGD Special Permit would result in a better site plan and relationships among buildings and open areas to adjacent streets, surrounding development, and adjacent open areas that would not be possible without such modification. Upon approval, the Applicant would enter into a Restrictive Declaration (RD), a legally binding mechanism tied to the Zoning Lot that would govern the provisions of the LSGD. This would ensure that the Proposed Project is the RWCDs in terms of building envelope.

## Public Parking Garage Special Permit

A Public Parking Garage Special Permit by the CPC pursuant to ZR Section 74-52, which will be applicable to the Zoning Lot only, is being sought to allow the Applicant to provide a public parking garage in excess of 150 spaces on Projected Development Site 1. Without the proposed Public Parking Garage Special Permit, Projected Development Site 1 would provide only the maximum number of spaces permitted

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<sup>3</sup> Reflects maximum permitted FAR for community facility uses; the maximum permitted commercial FAR in M1-1, M1-2, and M1-5 districts are 1.0, 2.0, and 5.0, respectively.

<sup>4</sup> It should be noted that the portion of Lot 22 located outside the Proposed Rezoning Area would remain under the existing M1-1 zoning district regulations. As such, absent the LSGD Special Permit, this portion of Lot 22 would be (1) required to provide a rear yard with a minimum depth of 20 feet; and (2) limited to a maximum streetwall height of 30 feet or two stories (whichever is less), with an initial setback distance 20 feet along narrow streets and 15 feet along wide streets.

<sup>5</sup> It should be noted that the the portion of the Proposed Project within the remaining M1-1 district (p/o Lot 22) would be the only portion of the building that exceeds the underlying height and setback requirements. The portion of the Proposed Project within the proposed M1-5 district is compliant with M1-5 zoning height and setback regulations and is within the limits of the sky-exposure plane, and therefore, the height and setback waivers of the LSGD Special Permit would not apply to this portion of the building.

pursuant to the proposed M1-5 zoning (i.e., 150 spaces), which the Applicant believes would not be sufficient to satisfy the Proposed Project's anticipated site-generated parking demand. Specifically, Projected Development Site 1 is expected to generate a weekday parking accumulation that peaks at approximately 250 vehicles. Much of the anticipated parking demand would be generated by the Proposed Project's office and exposition uses. The greatest demand for office users is expected to occur during weekday work hours (8:00 AM to 5:00 PM), whereas parking demand for the Proposed Project's exposition space users would generally peak during the evening hours (4:00 PM to 10:00 PM). The Public Parking Garage Special Permit would enable the building to provide additional parking spaces and to make productive use of its cellar space.

## **D. PURPOSE AND NEED FOR THE PROPOSED ACTIONS**

In recent years, the population of North Brooklyn and the demand for workspace has increased substantially. Between 2010 and 2016, job growth in North Brooklyn increased by as much as 42 percent. However, despite the growing investment momentum and demand for commercial space, there has been limited new construction in the area.<sup>6</sup> As a result of the increase in demand, the growth of the new economy in North Brooklyn is constrained, with a commercial/office vacancy rate of only two percent in Brooklyn as of 2015. In North Brooklyn, due to underlying density and parking zoning constraints, M1-1 and M1-2 districts, which are envisioned to employ many local workers, are often being used for warehousing and freight distribution where average employment is often less than one job per 2,500 sf. Frequently, as is the case for the Project Area, the narrow streets of these districts are not appropriate for the large trucks associated with heavy industrial uses, and the small footprint buildings are unsuited for the high-cube mechanized warehouses of today. While warehousing and freight distribution facilities can serve as appropriate uses in certain sections of North Brooklyn, transit accessible areas, such as the Project Area, are better served by high-density commercial office and retail uses. The proposed M1-5 zoning district would allow for the development of commercial uses at higher densities and would create opportunities for nearby schools, community groups and growing tech businesses to engage with one another. The LSGD Special Permit would result in better site planning and relationships among buildings and open areas to adjacent streets and surrounding development, while the Public Parking Garage Special Permit would enable the building to provide additional parking spaces and to make productive use of its cellar space. The additional parking would serve its own on-site demand and benefit the surrounding mixed-use community, which has experienced substantial new development in recent years. The Proposed Actions are being requested to facilitate the development of a new hub for business development in East Williamsburg.

## **E. DESCRIPTION OF PROPOSED PROJECT**

The Proposed Actions would facilitate the development of the Proposed Project, a new 13-story (200-foot-tall) office, retail, and for-profit exposition space building on Projected Development Site 1 (215 Moore Street; Block 3100, Lots 22, 26, 32, 61, 63, 66, 67, and 68). The Proposed Project would contain 375,824 gsf of office space, 16,026 gsf of retail, 79,592 gsf of exposition space, and 249 accessory parking spaces. As shown in **Figure A-4** and **A-5**, the Proposed Project would be built to the lot line along Seigel and Moore streets and would be comprised of a three-story base, above which the building would set back approximately 20 feet before rising an additional 10 stories to a maximum height of approximately

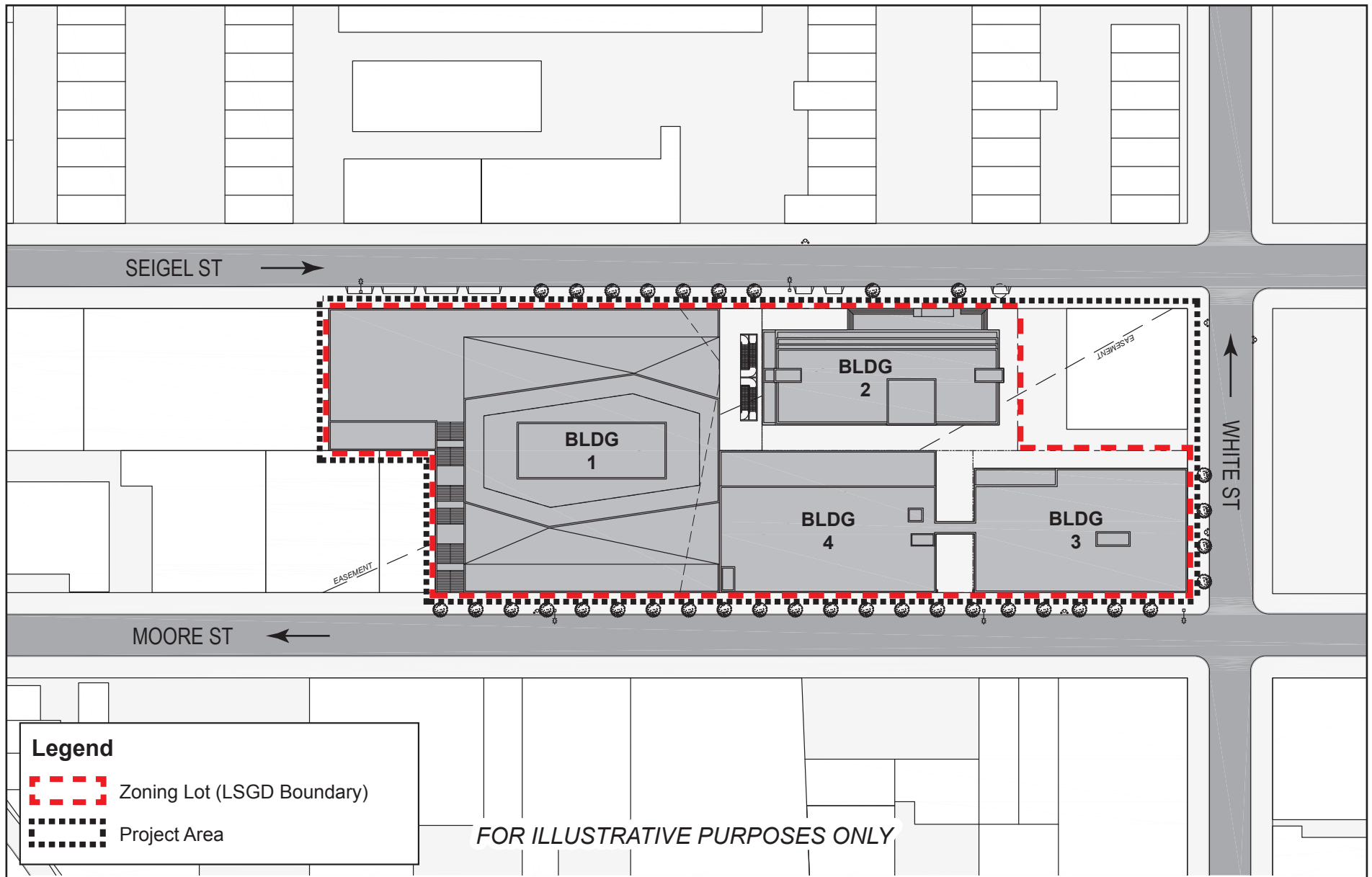
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<sup>6</sup> *North Brooklyn Industry & Innovation Plan* (2018), New York City Department of City Planning.





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200 feet. Beginning at the fourth floor, the building's massing would be irregular in shape, with each floor having a uniquely-shaped floorplate. The Proposed Project's retail space would be located on the ground floor and would be accessed from both the Seigel Street and Moore Street frontages. Office uses would be located on floors two through 13; the primary entrance to the office uses would be on Moore Street. The proposed exposition space would be located on the first and second cellar levels, with entrances located on Seigel Street. The Proposed Project would also include four curb cuts on the western end of Projected Development Site 1's Seigel Street frontage; two 25' curb cuts would be devoted to the four required loading docks, and a 20' and 25' curb cut would provide vehicle entry and exit to the building's 52,185 gsf, 249-space, below ground parking facility. Each curb cut would be separated by five feet.

As noted above, Projected Development Site 1 would be located within the 101,442-sf Zoning Lot comprised of the Development Site, in addition to adjacent lots 34, 47, and 56, which are currently being redeveloped as-of-right with three predominantly commercial buildings (see **Figure A-5**).

## **F. ANALYSIS FRAMEWORK**

The Proposed Actions would change the regulatory controls governing land use and development in the Project Area. The 2014 *CEQR Technical Manual* will serve as the general guide on the methodologies and impact criteria for evaluating the Proposed Actions' potential effects on the various environmental areas of analysis.

### **Analysis Year**

Accounting for the ULURP approval timeline and based on the Proposed Project's anticipated 30-month construction timeline, it is assumed that full build-out of the Proposed Project would occur by 2023. Additionally, as noted above and described in greater detail below, a second projected development site has been identified in the Proposed Rezoning Area that is likely to be developed as a result of the Proposed Actions (Lots 41 and 45, or "Projected Development Site 2"). However, as described below, no formal redevelopment plans exist for the non-Applicant-owned site. Nonetheless, the site meets the CEQR soft site criteria and, as such, is anticipated to be redeveloped by 2026. This analysis year reflects a reasonable estimate of the time needed for developers to demolish the existing structures on Lots 41 and 45, design the project, obtain design approvals, and construct the project (approximately five years). Accordingly, the DEIS will use a 2026 analysis year. As all developments facilitated by the Proposed Actions are expected to be operational in 2026, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses assess current conditions and forecast these conditions to the analysis year of 2026 for the purposes of determining potential impacts.

### **Reasonable Worst-Case Development Scenario (RWCDs)**

In order to assess the possible effects of the Proposed Actions, a RWCDs for the Project Area was established for both Future No-Action and Future With-Action conditions. The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis of the impact category analyses.

### **Development Site Criteria**

Pursuant to the *CEQR Technical Manual*, several factors were considered in projecting the amount and

timing of new development on the non-applicant owned lots within the Project Area. These include known development proposals, past development trends, and the development site criteria described below. The first step in establishing the RWCDs was to identify those sites where new development could reasonably occur.

According to the *CEQR Technical Manual* the following factors, commonly referred to as “soft site criteria,” are generally considered when evaluating whether some amount of development would likely be constructed by the build year as a result of the Proposed Actions:

- The uses and bulk allowed: Lots located in areas where changes in use would be permitted and/or contain buildings built to substantially less than the maximum allowable FAR under the existing zoning are considered “soft” enough such that there would likely be sufficient incentive to develop in the future, depending on other factors specific to the area (e.g., the amount and type of recent as-of-right development in the area, recent real estate trends, site specific conditions that make development difficult, and issues relating to site control or site assemblage that may affect redevelopment potential); and
- Size of the development site: Lots must be large enough to be considered “soft.” Generally, lots with a small lot size are not considered likely to be redeveloped, even if currently built to substantially less than the maximum allowable FAR. A small lot is often defined for this purpose as 5,000 sf or less, but the lot size criteria is dependent on neighborhood specific trends, and common development sizes in the study area should be examined prior to establishing these criteria.

However, the following uses and types of buildings that meet the soft site criteria are typically excluded from development scenarios because they are unlikely to be redeveloped as a result of the proposed project:

- Full block and newly constructed buildings with utility uses, as these uses are often difficult to relocate;
- Lots where construction is actively occurring, or has recently been completed, as well as lots with recent alterations that would have required substantial capital investment, unless recently constructed or altered lots were built to less than or equal to half of the maximum allowable FAR under the proposed zoning;
- Lots whose location or irregular shape would preclude or greatly limit future as-of-right development. Generally, development on irregular lots does not produce marketable floor space;
- Long-standing institutional uses with no known development plans; or
- Residential buildings with six or more units constructed before 1974. These buildings are likely to be rent-stabilized and difficult to legally demolish due to tenant re-location requirements.

### Zoning Lot

The Zoning Lot at 215 Moore Street (Lots 22, 26, 32, 34, 47, 56, 61, 63, and 66-68) currently has a built FAR of approximately 0.43, which is approximately 26 percent of the Zoning Lot’s existing weighted maximum commercial FAR of 1.65, and approximately nine percent of the proposed M1-5 zoning

maximum commercial FAR of 4.79.<sup>7</sup> As described above, the Applicant intends to redevelop Projected Development Site 1 in addition to the as-of-right development currently being constructed on the remainder of the Applicant-owned Zoning Lot (i.e., lots 34, 47, and 56), which comprises the majority of the area to be rezoned. Therefore, the Zoning Lot, which is comprised of Projected Development Site 1 and the as-of-right hotel and commercial buildings on lots 34, 47, and 56, is considered a known development site for environmental analysis purposes.

### Remainder of the Project Area

In addition to the Applicant's property, the Project Area also includes the entirety of two privately-owned tax lots that are not controlled by the Applicant (Lot 41 and 45), and a 20' 6.5" portion of the privately-owned Lot 69.

Lot 41 has a total lot area of 8,550 sf and a built FAR of 1.17, which represents 59 percent of the existing permitted commercial FAR and 23 percent of the proposed M1-5 district's maximum permitted commercial FAR. Adjacent Lot 45 has a total lot area of 3,400 sf and a built FAR of 1.0, which represents 50 percent of the existing permitted commercial FAR and 20 percent of the proposed M1-5 district's maximum permitted commercial FAR. Although Lot 45 occupies less than 5,000 sf, as it meets several other criteria for a "soft site," for RWCDs purposes, it is assumed that Lots 41 and 45 would be redeveloped together as a result of the Proposed Actions ("Projected Development Site 2").

As the proposed M1-5 zoning district would extend 20' 6.5" from the eastern edge of Lot 69, and thus, beyond 50 percent of its lot area, and as the greatest distance from the M1-5 district boundary to the lot's western boundary would not exceed 25 feet, the M1-5 zoning would apply to the entirety of Lot 69 pursuant to ZR Section 77-211. However, Lot 69 occupies less than 5,000 sf, and is unlikely to be redeveloped as it does not meet CEQR "soft site" criteria. Therefore, Lot 69 is not considered a projected development site.

### ***The Future Without the Proposed Actions (No-Action)***

The future without the Proposed Actions condition—also known as the "No-Action condition"—assumes the future without approval of the Proposed Actions. Absent the Proposed Actions, it is anticipated that ongoing as-of-right construction on the Applicant-owned Lots 34, 47, and 56 (Buildings 2, 3, and 4) would be completed. While no new construction is assumed on Projected Development Site 2 in the future without the Proposed Actions, it is assumed that the currently vacant, approximately 3,948-gsf former industrial building would be reoccupied with light industrial/warehousing uses in the No-Action condition. As such, No-Action Project Area uses would total 217,178 gsf, including 179,661 gsf of commercial uses (comprising 59,391 gsf of office, 14,768 gsf of local retail, and 105,502 gsf of hotel uses with 150 rooms), 19,548 gsf of community facility uses (comprising 16,215 gsf of Use Group 3A space and 3,333 gsf of medical office uses),<sup>8</sup> 6,733 gsf of light industrial uses (comprising 3,333 gsf of custom fabricating space and 3,400 gsf of warehouse space), and a total of 154 accessory parking spaces (including 43 enclosed spaces occupying 11,235 gsf of Building 2, 103 unenclosed spaces on Lots 22, 26, 32, and 66-68, and eight unenclosed spaces on Lot 41). A summary of the No-Action uses within the Project Area is provided in

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<sup>7</sup> M1-5 zoning districts generally permit a maximum commercial FAR of 5.00; however, the westernmost 54'-1" of lot 22 of the Zoning Lot (comprising a total of 5,408.3 sf of lot area) is located outside of the Proposed Rezoning Area, and as such, would continue to be governed by the existing M1-1 zoning. Therefore, in the future with the proposed M1-5 rezoning, the Zoning Lot would be permitted a maximum commercial FAR of 4.79.

<sup>8</sup> As described above, Use Group 3A (museum) is permitted at the as-of-right development on Lot 34 pursuant to ZR Section 42-12.

Table A-1, below.

***The Future with the Proposed Actions (With-Action Condition)***

The future with the Proposed Actions condition—also known as the “With-Action condition”—assumes the Zoning Lot would be redeveloped as proposed by the Applicant. The requested LSGD Special Permit would require the submission of drawings to the CPC and would require that the Proposed Project’s development program be within the scope of the RWCDs analyzed in the EIS. Furthermore, upon approval of the LSGD Special Permit, the Applicant would enter into a Restrictive Declaration (RD), a legally binding mechanism tied to the Zoning Lot that would govern the provisions of the LSGD. Therefore, the Proposed Project would represent the upper bounds of potential development within the Zoning Lot and the impact of the Proposed Actions would be no worse than those considered in the EIS.

**TABLE A-1**

**Comparison of RWCDs No-Action and With-Action Development Scenarios (Project Area)**

Use	No-Action Scenario		With-Action Scenario		Increment
	Zoning Lot (Project Development Site 1 + Lots 34, 47, 56)	Projected Development Site 2	Zoning Lot (Project Development Site 1 + Lots 34, 47, 56)	Projected Development Site 2	Project Area
Commercial	176,328 gsf	3,333 gsf	633,683 gsf	65,725 gsf	<b>+519,747 gsf</b>
Office	56,058 gsf	3,333 gsf	421,215 gsf	58,725 gsf	<b>+420,549 gsf</b>
Retail	14,768 gsf	0 gsf	27,374 gsf	7,000 gsf	<b>+19,606 gsf</b>
Hotel	105,502 gsf	0 gsf	105,502 gsf	0 gsf	<b>0 gsf</b>
Exposition Space	0 gsf	0 gsf	79,592 gsf	0 gsf	<b>+79,592 gsf</b>
Community Facility <sup>1</sup>	16,215 gsf	3,333 gsf	16,215 gsf	0 gsf	<b>-3,333 gsf</b>
Light Industrial	0 gsf	6,733 gsf	0 gsf	0 gsf	<b>- 6,733 gsf</b>
Parking					
Accessory	146 spaces (11,235 gsf + unenclosed parking)	8 spaces	43 spaces (11,235 gsf)	0 spaces (0 gsf)	<b>-111 spaces (elimination of unenclosed parking)</b>
Public	0 spaces		249 spaces (52,185 gsf)	0 spaces (0 gsf)	<b>+249 spaces (+52,185 gsf)</b>
<b>TOTAL</b>	<b>217,178 gsf</b>		<b>779,043 gsf</b>		<b>+561,865 gsf</b>
Workers <sup>2</sup>	412 workers		2,236 workers		<b>+1,824 workers</b>

**Notes:**

<sup>1</sup> Though Use Group 3A is generally not permitted in M1 districts, the as-of-right development on Lot 34 includes approximately 16,215 gsf of community facility (museum) uses pursuant to ZR Section 42-12, which permits museum uses that are ancillary to motion picture production, radio, or television studios, provided they are located within 500 feet of such studios and do not exceed 75,000 sf of floor area.

<sup>2</sup> Estimate of workers is based on standard rates and are as follows: four workers per 1,000 gsf of office space; one worker per 3.67 hotel rooms; one worker per 300 gsf of retail space; one worker per 333 gsf of community facility space; one worker per 1,000 gsf light industrial space; one worker per 900 gsf of exposition space; and one worker per 50 attended parking spaces.

In addition, as the proposed rezoning would increase the permitted FAR on the non-Applicant-owned Lots 41 and 45, it is assumed that the two lots (“Projected Development Site 2”) would be redeveloped with a 5.0-FAR commercial development comprising 58,725 gsf of commercial office uses and 7,000 gsf of local retail uses in the future with the Proposed Actions. The assumed With-Action development on Projected Development Site 2 would maximize the permitted commercial FAR and, therefore, represents the RWCDs.

As a result, the combined total With-Action development scenario for the Project Area would include 479,940 gsf of commercial office uses, 34,374 gsf of retail uses, 105,502 gsf of hotel uses (comprising 150

rooms), 79,592 gsf of exposition space, 16,215 gsf of community facility uses, and 63,420 gsf of parking uses (comprising 43 accessory parking spaces and 249 public parking spaces) (see **Table A-1**).

### ***Possible Effects of the Proposed Actions***

**Table A-1** provides a comparison of the No-Action and With-Action scenarios identified for analysis purposes of the Proposed Actions. As shown, the incremental (net) change that would result from the Proposed Actions would be the net addition of 420,549 gsf of office space, 19,606 gsf of retail space, 79,592 gsf of exposition space, and 249 off-street public parking spaces, as well as a net reduction of approximately 3,333 gsf of community facility space, 6,733 gsf of industrial space, and 111 off-street accessory parking spaces. **Table A-1** also provides an estimate of the number of workers generated by the Proposed Actions. As shown in Table A-1, based off these ratios, the incremental change in workers that would result from the Proposed Actions is the net addition of 1,824 workers.

## **G. PUBLIC REVIEW PROCESS**

The Applicant requires a zoning map amendment, a LSGD Special Permit, and a Public Parking Garage Special Permit to implement the Proposed Project. The proposed zoning map and Special Permits are discretionary public actions that are subject to both ULURP and CEQR.

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, the CPC, and the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of approximately seven months. The process begins with certification by DCP that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case Brooklyn Community Board (CB) 1). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Borough President then has up to 30 days to review the application. CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. If approved by the CPC, the application is then forwarded to the City Council, which has 50 days to review the ULURP application. In the event the Council seeks to modify the application, the modifications are referred to the CPC for consideration, and the time for City Council action is extended to 65 days.

CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The City of New York established CEQR regulations in accordance with the New York State Environmental Quality Review Act (SEQRA). In addition, the City has published a guidance manual for environmental review, the *CEQR Technical Manual*. The SEQRA and CEQR rules guide environmental review through the following steps:

- *Establish a Lead Agency.* Under CEQR, the "lead agency" is the public entity responsible for conducting environmental review. The environmental review for the Proposed Actions is a coordinated review, with DCP serving as the lead agency.
- *Environmental Review and Determination of Significance.* The lead agency determines whether the proposed actions may have a significant impact on the environment. To do so, an Environmental Assessment Statement (EAS) must be prepared. This EAS is reviewed by the lead agency, which determines if the Proposed Actions and development have the potential to result in any significant adverse impacts on the environment. As the Proposed Actions are classified as

a “Type I Action” and the EAS identified the potential for significant adverse impacts on the environment in certain impact categories, an EIS is required and must be prepared.



## **Attachment B**

### **EAS Part II: Technical Analysis**





## 215 MOORE STREET EAS

### Attachment B: EAS Part II: Technical Analysis

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#### TECHNICAL AREAS

This Environmental Assessment Statement (EAS) has been prepared in accordance with the guidance and methodologies presented in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*. For each technical area, thresholds are defined, which, if met or exceeded, require that a detailed technical analysis be undertaken. Part II of the EAS Form identifies the technical areas that warrant additional assessments. The technical areas that warranted a “Yes” answer in Part II of the EAS form were: land use, zoning and public policy; socioeconomic conditions; open space; shadows; historic and cultural resources; urban design and visual resources; hazardous materials; water and sewer infrastructure; transportation; air quality; greenhouse gas emissions; noise; public health; neighborhood character; and construction. All remaining technical areas detailed in the *CEQR Technical Manual* were not deemed to require further analysis as they do not trigger initial CEQR thresholds and are unlikely to result in significant adverse impacts, including community facilities, natural resources, solid waste and sanitation services, and energy.<sup>1</sup>

As detailed in Attachment A, “Project Description,” the Applicant, 215 Moore Acquisition, LLC, seeks City Planning Commission (CPC) approval of discretionary actions to facilitate the development of a new 13-story commercial building at 215 Moore Street (Block 3100, Lots 22, 26, 32, 61, 63, 66, 67, and 68; the “Development Site” (or “Projected Development Site 1”) in the Bushwick neighborhood of Brooklyn Community District (CD) 1. The building would contain 375,824 gross square feet (gsf) of office space, 16,026 gsf of retail, 79,592 gsf of exposition space, and 249 public parking spaces (the “Proposed Project”). The Development Site would be located within a larger 101,447-sf zoning lot (the “Zoning Lot”) comprised of the Development Site, in addition to adjacent lots 34, 47, and 56, which are currently being redeveloped as-of-right with three predominantly commercial buildings. All tax lots within the Zoning Lot are owned by the Applicant.

The Proposed Actions include a zoning map amendment, a Large-Scale General Development (LSGD) Special Permit, and a Public Parking Garage Special Permit. The proposed zoning map amendment, which encompasses Brooklyn Block 3100, Lots 22 (p/o), 26, 32, 34, 41, 45, 47, 56, 61, 63, 66-68, and 69 (p/o) (the “Proposed Rezoning Area”) would affect the Zoning Lot, as well as the non-Applicant-owned Lots 41, 45, and 69 (p/o) (collectively, the “Project Area”), and the proposed LSGD Special Permit and Public Parking Garage Special Permit would each affect the Zoning Lot only.

A reasonable worst-case development scenario (RWCDs) has been established for the Proposed Actions for an analysis year of 2026 when all construction on the projected development sites would be completed. Under the RWCDs, the Proposed Project would be constructed pursuant to the proposed zoning map amendment, LSGD Special Permit, and Public Parking Garage Special Permit. In addition, it is assumed that a new commercial development would occur on the non-Applicant-owned Lots 41 and 45 (“Projected Development Site 2”), which would include approximately 58,725 gsf of commercial office uses and 7,000 gsf of local retail uses. Combined, under the RWCDs the Proposed Actions are expected to result in a net increase of 420,549 gsf of commercial office space, 19,606 gsf of retail space, 79,592 gsf of

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<sup>1</sup> Though further analysis of energy is not warranted and is not expected to result in significant adverse impacts, projected energy consumption demand will be disclosed to determine the potential impacts on greenhouse gas emission levels.

exposition space, and 249 public parking spaces, as well as a net reduction of 6,733 gsf of light industrial uses, 3,333 gsf of community facility uses, and 111 accessory parking spaces.

This information was used to determine whether the potential for significant impacts exists in each of the impact categories. The project increments described above and in Table A-1 of Attachment A, "Project Description," are the basis for the analysis in each technical area.

## **1. Land Use, Zoning, and Public Policy**

Under New York City Environmental Quality Review (CEQR), a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project. The analysis also considers the project's compliance with and effect on the area's zoning and other applicable public policies. Even when there is little potential for a project to be inconsistent with or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if a project would result in a significant change in land use or would substantially affect regulation or policies governing land use. CEQR also requires a detailed assessment of land use conditions if a detailed assessment has been deemed appropriate for other technical areas, or in generic or area-wide zoning map amendment.

The Proposed Actions include a zoning map amendment, a Large-Scale General Development (LSGD) Special Permit, and a Public Parking Garage Special Permit. The Proposed Actions would affect regulations and policies governing land use within the Project Area. In addition, several public policies are applicable to the Project Area and surrounding area, including the McKibbin Moore Urban Renewal Plan (URP), the Industrial Action Plan, Vision Zero, New York Works, and the goals of the City's Industrial Business Zones (IBZs) and Business Improvement Districts (BIDs). Therefore, consistent with the guidelines of the 2014 *CEQR Technical Manual*, an assessment of land use, zoning, and public policy is warranted, and will be provided in the Environmental Impact Statement (EIS), as described in the Draft Scope of Work (DSOW).

## **2. Socioeconomic Conditions**

The *CEQR Technical Manual* identifies five principal issues of concern with respect to socioeconomic conditions are whether a proposed project 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. A socioeconomic assessment should be conducted if a project may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if a project would directly displace a residential population, substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if a project would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area.

The Project Area currently contains several active businesses, six of which are located on either Project Development Site 1 or 2 and, therefore, would be directly displaced as a result of the Proposed Actions. As the potential direct business displacement under the Proposed Actions is not expected to exceed the 100-employee CEQR threshold, a detailed assessment of direct business displacement is not warranted. The EIS will identify the existing businesses at both projected development sites, including a description of the type and an estimate of the number of employees.

The socioeconomic assessment with respect to indirect business and institutional displacement considers whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses or institutions to remain in the area. As the Proposed Actions would introduce more than 200,000 square feet (sf) of new commercial uses to the Project Area, which is the CEQR threshold for “substantial” new development, an assessment of potential socioeconomic effects due to indirect business and institutional displacement is warranted for the Proposed Actions and will be included in the EIS.

In addition, the Proposed Actions are site-specific to the Project Area and do not include any citywide regulatory changes that would adversely affect the economic and operational conditions of certain types of businesses or processes. Therefore, the Proposed Actions would not result in significant adverse impacts on specific industries, and no further analysis of this issue is warranted.

### 3. Community Facilities and Services

Community facilities are public or publicly funded schools, libraries, child care centers, health care facilities, and fire and police protection services. The *CEQR Technical Manual* states that a community facilities assessment is appropriate if a project would have a direct effect on a community facility or if it would have an indirect effect by introducing new populations that would overburden existing facilities. The Proposed Actions would not introduce a residential population and would therefore not exceed *CEQR Technical Manual* thresholds requiring detailed analyses of public schools, publicly funded child care facilities, or libraries.

A detailed analysis of police and fire services and health care facilities is required if a proposed project would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police/fire services and health care facilities is not required.

Based on the guidance of the *CEQR Technical Manual*, an analysis of community facilities is not warranted and therefore will not be included in the EIS.

### 4. Open Space

An open space assessment is typically warranted if a project would directly affect an open space or if it would increase the area population by more than:

- 350 residents or 750 workers in areas classified as “well-served areas;”
- 25 residents or 125 workers in areas classified as “underserved areas;”
- 200 residents or 500 workers in areas that are not within “well-served” or “underserved areas.”

Based on maps provided in the Open Space appendix of the *CEQR Technical Manual*, the Project Area is not located within an area that is either under-served or well-served by open space, and, therefore, the 200 resident or 500 worker increments are the appropriate analysis thresholds for the Proposed Actions. As shown in Table A-1 in Attachment A, “Project Description,” the Proposed Actions would generate approximately 1,824 workers. Therefore, an open space assessment for the worker population generated by the Proposed Actions is warranted, and will be provided in the EIS, as described in the DSOW.

## 5. Shadows

A shadow assessment is required for a proposed project that would result in a new structure(s), or addition(s) to existing structure(s) that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. As the Proposed Actions would result in increases in height of over 50 feet, the Proposed Actions have the potential to result in new shadows on nearby sunlight-sensitive resources. As such, consistent with the guidelines of the *CEQR Technical Manual*, an analysis of the Proposed Actions' potential to result in shadow impacts on sunlight sensitive resources is warranted and will be included in the EIS, as described in the DSOW.

## 6. Historic and Cultural Resources

### Architectural Resources

A historic resources assessment is required if there is the potential to affect either archaeological or architectural resources. Impacts on historic resources are considered on those sites directly affected by the proposed project and in the area surrounding the project site.

The Project Area does not encompass any designated historic architectural resources. The Project Area is currently developed with several one- to three-story buildings, which contain office, retail, and light manufacturing uses.

Based on a preliminary review, there is one designated historic resource located within the 400-foot radius of the Project Area: the State/National Register (S/NR) of Historic Places-listed Industrial Complex at 221 McKibbin Street, located one block north of the Project Area. As such, an analysis of the Proposed Actions' potential indirect (contextual) impacts on this designated historic resource will be provided in the EIS, as described in the DSOW.

### Archaeological Resources

According to the *CEQR Technical Manual*, archaeological resources are only considered in those areas where new excavation and ground disturbance would occur (i.e. the project site). Development of the Proposed Project and Project Development Site 2 would entail excavation at depths greater than currently exist on the site. However, based on a letter provided by the New York City Landmarks Preservation Commission (LPC) on November 13, 2018 (included in **Appendix 1**), none of the lots comprising either projected development sites have archaeological significance. As such, an assessment of archaeological resources is not warranted, and no significant adverse impacts would result from the Proposed Actions.

## 7. Urban Design and Visual Resources

An assessment of urban design is required when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind, and sunlight. A preliminary analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: (1) projects that permit the modification of yard, height, and setback requirements; and (2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed project. A detailed analysis is stipulated for projects that would result in

substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

The Proposed Actions would result in physical changes to the Project Area beyond the bulk and form currently permitted as-of-right. These proposed changes could affect a pedestrian's experience of public space, requiring an urban design assessment. Therefore, an assessment of urban design and visual resources will be provided in the EIS, as described in the DSOW.

## 8. Natural Resources

Under CEQR, a natural resource is defined as the City's biodiversity (plants, wildlife and other organisms); any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and any areas capable of functioning in support of the ecological systems that maintain the City's environmental stability. Such resources include ground water, soils and geologic features; numerous types of natural and human-created aquatic and terrestrial habitats (including wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures); as well as any areas used by wildlife.

According to the 2014 *CEQR Technical Manual*, a natural resources assessment may be appropriate if a natural resource is present on or near the site of a project, and the project would, either directly or indirectly, cause a disturbance of that resource. There are no natural resources present in the Project Area or immediately surrounding area that would be affected by the Proposed Actions. Therefore, the Proposed Actions would not have a significant adverse impact on natural resources, and no further analysis is warranted in accordance with CEQR guidance. Accordingly, an analysis of natural resources will not be provided in the EIS.

## 9. Hazardous Materials

The potential for significant impacts from hazardous materials can occur when: (a) hazardous materials exist on a site and (b) a project would increase pathways to their exposure; or (c) a project would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment is anticipated. Given the existing and historic industrial uses located within the Project Area and surrounding area, the EIS will include an assessment of hazardous materials, as described in the DSOW.

## 10. Water & Sewer Infrastructure

A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (e.g., those that would use more than one million gallons per day), or would be located in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). A preliminary analysis of a project's effects on wastewater or stormwater infrastructure is warranted depending on a project's proposed density, its location, and its potential to increase impervious surfaces.

As shown in **Table B-1**, based on the average daily water use rates provided in Table 13-2 of the *CEQR Technical Manual*, it is estimated that the RWCDs would use a maximum net total of approximately 234,623 gallons of water per day (gpd), or 150,629 gpd over the No-Action condition. As the Proposed



Actions would not generate more than one million gpd of incremental water demand, an analysis is not warranted in accordance with CEQR, and no significant adverse impacts are anticipated. However, water demand estimates will be provided in the EIS to inform the wastewater and stormwater conveyance and treatment analysis.

**TABLE B-1**

**Project Area RWCDs Water Demand and Wastewater Generation—  
No-Action vs. With-Action<sup>1</sup>**

	Land Use	GSF	Rooms	Gallons Per Day (gpd)		
				(Domestic only) Water/ Wastewater Generation	(AC only) Air Conditioning	Total (Domestic + AC)
No-Action	Commercial Office	59,391		5,939	10,097	16,036
	Hotel	105,502	150	36,000	17,935	53,935
	Retail	14,768		3,544	2,511	6,055
	Community Facility	19,548		1,955	3,323	5,278
	Light Manufacturing	6,733		1,546	1,145	2,690
No-Action Total				48,984	35,010	83,994
With-Action	Commercial Office	479,940		47,994	81,590	129,584
	Hotel	105,502	150	36,000	17,935	53,935
	Retail	34,374		8,250	5,844	14,093
	Community Facility	16,215		1,622	2,757	4,378
	Light Manufacturing	0		0	0	0
	Exposition Space	79,592		19,102	13,531	32,633
With-Action Total				112,967	121,656	234,623
Net Difference: No-Action vs. With-Action Condition						150,629

**Notes:**

<sup>1</sup>Uses *CEQR Technical Manual* water demand rates from Table 13-2 "Water Usage and Sewer Generation rates for Use in Impact Assessment"

Commercial Office: domestic- 0.24 gpd/sf and A/C- 0.17 gpd/sf;

Hotel: domestic- 120 gpd/rm/occupant and A/C- 0.17 gpd/sf;

Retail: domestic – 0.1 gpd/sf and A/C – 0.17 gpd/sf

Community Facility: domestic- 0.1 gpd/sf and A/C- 0.17 gpd/sf;

Exposition Space: domestic- 0.24 gpd/sf and A/C- 0.17 gpd/sf;

Light Industrial: Based on 2005 *Greenpoint-Williamsburg Rezoning* FEIS, which assumed a domestic rate of 10,000 gpd/acre (the equivalent of 0.23 gpd/sf), plus 0.17 gpd/sf for A/C.

For wastewater and stormwater conveyance and treatment, a preliminary assessment would be needed if a project is located in a combined sewer area and would exceed the following incremental development of residential units or commercial space above the predicted No-Action scenario: (a) 1,000 residential units or 250,000 sf of commercial space or more in Manhattan; or, (b) 400 residential units or 150,000 sf of commercial space or more in the Bronx, Brooklyn, Staten Island or Queens. As the Proposed Actions would result in a net increase of more than 150,000 sf of commercial space, a preliminary assessment of wastewater and stormwater infrastructure is warranted and will be provided in the EIS. Further detail is provided in the DSOW.

## 11. Solid Waste and Sanitation Services

A solid waste assessment is warranted if a proposed project would cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. Few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more), thereby resulting in a significant adverse impact. As shown in **Table B-2**, based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual*, it is estimated that, under the RWCDs, the Proposed Actions would result in a net increase of approximately 32,625 pounds (lbs) of solid waste per week (16.3

tons) compared to No-Action conditions, and no significant adverse impacts on solid waste and sanitation services are anticipated. Therefore, an analysis of solid waste and sanitation services is not warranted and will not be provided in the EIS.

**TABLE B-2**  
**Project Area RWCDs Solid Waste Generation—**  
**No-Action vs. With-Action<sup>1</sup>**

	Use	Employees	Total Solid Waste (lbs/wk)
<b>No-Action Condition</b>	Office	238	3,094
	Retail	50	3,950
	Industrial	7	1,278
	Hotel	57	4,275
	Community Facility	59	767
<b>No-Action Total</b>		<b>411</b>	<b>13,364</b>
<b>With-Action Condition</b>	Office	1,920	24,960
	Retail	115	9,085
	Exposition Space	53	7,031
	Hotel	57	4,275
	Community Facility	89	637
<b>With Action Total</b>		<b>2,234</b>	<b>45,988</b>
<b>Net Difference: No-Action v. With Action Condition</b>			<b>32,625</b>

**Notes:**

<sup>1</sup> Solid waste generation is based on citywide average waste generation rates presented in Table 14-1 of the *CEQR Technical Manual* –

Office: 13 lbs/wk per employee

General retail: 79 lbs/wk per employee

Exposition space: 79 lbs/wk per employee

Industrial: use average of apparel/textile and printing/publishing rate = 182.5 lbs/wk per employee

Hotel: 75 lbs/wk per employee

Community Facility: uses office rate (13 lbs/wk per employee)

## 12. Energy

A detailed assessment of energy impacts would be limited to projects that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Although significant adverse energy impacts are not anticipated for the Proposed Actions, the EIS will disclose the projected amount of energy consumption during long-term operation resulting from the RWCDs, as this information is required for the assessment of greenhouse gas (GHG) emissions (see below). Further detail is provided in the DSOW.

Based on the rates presented in Table 15-1 of the *CEQR Technical Manual* and as shown below in **Table B-3**, it is estimated that the Proposed Actions would result in an increase in annual energy consumption of approximately 107.9 billion British Thermal Units (BTUs). This represents a very small percentage of overall consumption in New York City, and as described in the *CEQR Technical Manual*, a significant adverse impact to the energy generation, transmission, and distribution system is very unlikely, and a detailed energy analysis is not warranted and will not be provided in the EIS. The *CEQR Technical Manual* recommends that projects subject to an assessment of greenhouse gas emissions should estimate energy consumption, and therefore, the Greenhouse Gas Emissions chapter of the EIS will disclose the projected amount of energy consumption during long-term operation resulting from the RWCDs Project Area development, as described in the DSOW.

**TABLE B-2****Project Area RWCDs Energy Consumption – No-Action vs. With-Action Condition<sup>1</sup>**

	Use	Size (GSF)	Consumption Rates (Thousand BTU (MBTU)/sf/yr.)	Annual Energy Use (MBTUs)
<b>No-Action</b>	Commercial	179,661	216.3	38,860,714
	Industrial	6,733	554.3	3,732,287
	Institutional	19,548	250.7	4,900,767
<b>No-Action Total</b>				<b>47,493,768</b>
<b>With-Action</b>	Commercial	699,408	216.3	151,281,918
	Community Facility	16,215	250.7	4,065,101
<b>With Action Total</b>				<b>155,347,019</b>
<b>Net Difference: No-Action v. With Action Condition</b>				<b>107,853,251</b>

**Notes:**

<sup>1</sup>Consumption rates are from the *CEQR Technical Manual* Table 15-1, "Average Annual Whole-Building Energy Use in New York City"

### 13. Transportation

An assessment of transportation will be provided in the EIS. Based on preliminary estimates, the RWCDs 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 RWCDs is also expected to generate 50 or more vehicles per hour during each of the peak hours through one or more intersection. Therefore, detailed traffic analysis is warranted and will be provided in the EIS, as detailed in the DSOW. Furthermore, as described in the DSOW, if warranted, the EIS will document changes in on-and-off-street parking utilization in the future No-Action and With-Action conditions, and will include a parking assessment to determine whether the RWCDs would result in excess parking demand (including demand from all uses), and whether there is a sufficient number of other parking spaces in the study area to accommodate that excess demand.

Based on preliminary estimates, the RWCDs is expected to generate more than 200 subway trips at one or more stations in one or more peak hours. Therefore, a detailed subway analysis is warranted and would be provided in the EIS, as detailed in the DSOW. The transit analyses will focus on the weekday AM and PM commuter peak hours as it is during these periods that the overall demand on the subway and bus systems is usually highest. In addition, the Proposed Actions are expected to generate more than 200 new peak hour subway trips per line in one direction of the L subway line; therefore, an assessment of subway line haul conditions is warranted per *CEQR Technical Manual* analysis criteria.

Based on preliminary estimates, no one bus route is expected to experience 50 or more bus passenger trips in one direction in any peak hour. Therefore, a bus line haul analysis is not warranted per *CEQR Technical Manual* analysis criteria.

There are expected to be more than 200 action-generated pedestrian trips in all peak hours, including walk-only trips, as well as the pedestrian component associated with walking between the Project Area and other modes of travel, such as subway stations and bus stops. Although these pedestrian trips would also be dispersed throughout the surrounding area, concentrations of new pedestrian trips exceeding the 200-trip *CEQR Technical Manual* threshold may occur during one or more peak hours along corridors in the immediate vicinity of Project Area and along corridors connecting the site to area transit services. Therefore, detailed pedestrian analysis is warranted and will be provided in the EIS, as described in the DSOW.

## 14. Air Quality

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality, and also considers the potential of existing sources of air pollution to impact the proposed uses. The Proposed Actions would require an air quality analysis including both mobile and stationary sources, as described in the DSOW.

The Proposed Actions would result in the conditions outlined in Section 210 of Chapter 17 of the *CEQR Technical Manual*. Specifically, the Proposed Actions would introduce new traffic to the surrounding area, as well as a new parking facility in proximity to sensitive uses. In addition, the Proposed Actions would result in the conditions outlined in Section 220 in Chapter 17. Specifically, the RWCDs Project Area buildings would use fossil fuels for heat and hot water systems. Therefore, consistent with the guidelines of the *CEQR Technical Manual*, an assessment of air quality will be provided in the EIS. As detailed in the DSOW, the air quality assessment will consider the potential impacts on air quality from action-generated vehicle trips, as well as heat and hot water systems, and from existing industrial uses in the surrounding area on the RWCDs Project Area buildings.

## 15. Greenhouse Gas Emissions and Climate Change

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 sf or more (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 development associated with the Proposed Actions would exceed 350,000 sf, and, therefore, a GHG assessment will be provided in the EIS, as discussed in the DSOW. As a GHG emissions analysis will be provided in the EIS, the RWCDs energy consumption will be calculated and provided in the EIS, as described in the DSOW.

Depending on a project's sensitivity, location, and useful life, it may be appropriate to provide a qualitative discussion of the potential effects of climate change on a proposed project in environmental review. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and an analysis of climate change may be deemed warranted for projects at sites located within the 100- or 500-year flood zone. Per the Preliminary Flood Insurance Rate Maps for New York City dated 1/30/2015, which are issued by the Federal Emergency Management Agency (FEMA) and considered the best available flood hazard data, the Project Area is not located within the 100-year or 500-year floodplain. However, per the New York City Panel on Climate Change (NPCC) estimates, the Project Area is located within the projected 2080s 500-year floodplain and the projected 2100 100-year floodplain. Therefore, an assessment of climate change is warranted and will be included in the EIS.

## 16. Noise

A noise analysis is appropriate if a project would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if a project generates or reroutes vehicular traffic, if a project is located near a heavily trafficked thoroughfare, or if a project would be within one mile of an existing flight path or within 1,500 feet of

existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the project would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the project would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the project would be located in an area with high ambient noise levels resulting from stationary sources.

A noise analysis will be included in the EIS because the Proposed Actions would result in additional vehicle trips to and from the Project Area. Building attenuation required to provide acceptable interior noise levels for the RWCDs Project Area buildings will also be examined and discussed in the EIS, as described in the DSOW.

## **17. Public Health**

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction, and natural resources. For most projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area.

As none of the relevant analyses have yet been completed, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, then an assessment of public health will be provided in the EIS, as described in the DSOW.

## **18. Neighborhood Character**

A neighborhood character assessment considers how elements in the environment combine to create the context and feeling of a neighborhood and how a project may affect that context and feeling. To determine a project's effects on neighborhood character, a neighborhood's contributing elements are considered together.

An assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in the areas of land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise, or when the project may have moderate effects on several of these elements that define a neighborhood's character. The Proposed Actions are expected to affect one or more of the constituent elements of the Project Area's neighborhood character, including land use patterns, urban design, and levels of traffic and noise. Therefore, an analysis of the Proposed Actions' effects on neighborhood character will be provided in the EIS, as described in the DSOW.

## **19. Construction**

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and

magnitude of the impacts. Construction impacts are considered when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise levels, and air quality conditions. In addition, because soils are disturbed during construction, any project proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

A preliminary construction assessment is typically warranted for construction activities (a) lasting longer than two years; (b) located along an arterial highway or major thoroughfare; (c) involving the closing, narrowing, or otherwise impeding of traffic, transit, or pedestrian elements; (d) involving multiple buildings; (e) involving the operation of several pieces of diesel equipment in a single location; (f) resulting in the closure or disruption of a community facility service; (g) located within 400 feet of a historic or cultural resource; (h) disturbing a site containing or adjacent to a natural resources; and/or (i) occurring on multiple sites in the same geographic area. As construction of the Proposed Project could involve one or more of the aforementioned conditions, a preliminary construction analysis will be undertaken in the EIS. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors (see DSOW).