

# **960 Franklin Avenue Rezoning**

## **Draft Scope of Work for an Environmental Impact Statement**

**CEQR # 19DCP095K**

**Lead Agency:  
New York City Department of City Planning**

**February 8, 2019**

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# 960 FRANKLIN AVENUE REZONING

## DRAFT

### SCOPE OF WORK FOR A DRAFT ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 19DCP095K

February 8, 2019

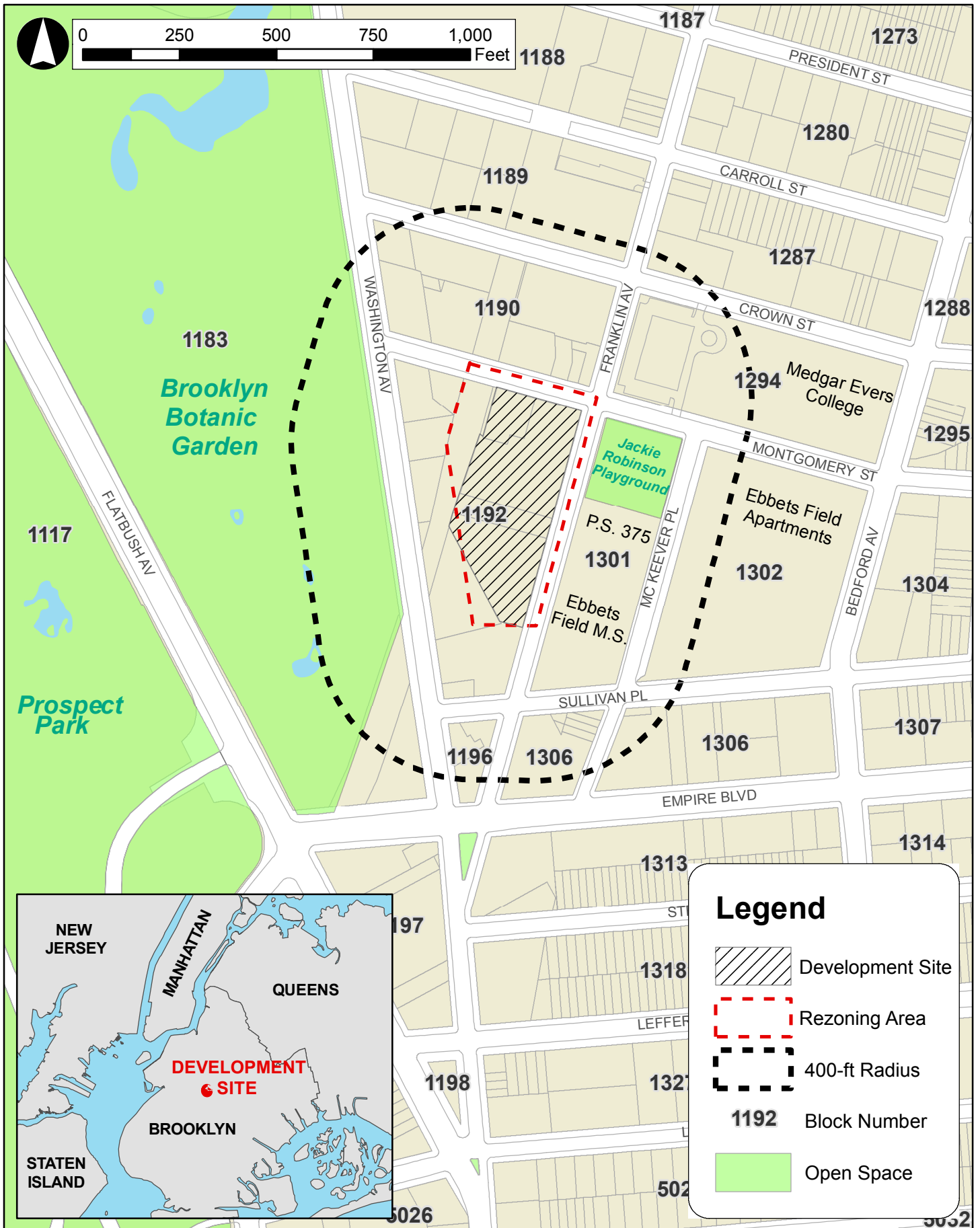
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#### A. INTRODUCTION

This Draft Scope of Work (Draft Scope) outlines the technical areas to be analyzed in the preparation of the Draft Environmental Impact Statement (DEIS) for the 960 Franklin Avenue Rezoning project in the Crown Heights neighborhood of Brooklyn Community District (CD) 9 (see **Figure 1** for project site location). The 120,209 sf (approximately 2.76-acre) site is comprised of Brooklyn block 1192, lots 41, 46, 63, and 66 (“Development Site”), while the proposed rezoning area also includes lot 40 and parts of lot 1, lot 77 and lot 85 (“the Project Area”). The Development Site is mostly occupied by a spice distribution and warehouse facility, while the southern portion of the site (lots 63 and 66) is predominantly vacant.

The Proposed Actions, consisting of zoning map and text amendments, as well as a LSGD special permit, are being requested for the purposes outlined below.

1. The proposed zoning map amendment, which would rezone the Project Area from R6A to R9D with a C2-4 commercial overlay (mapped in the Project Area within 100 feet of Franklin Avenue), would increase the permitted FAR in the Project Area, allowing for additional development of residential and commercial uses than could be provided under existing conditions. The requested R9D zoning designation would allow the Applicant to construct a predominantly residential development with 50 percent affordable and 50 percent market-rate residential units within 9.7 FAR. Although the R9D zoning district provides up to 10.0 FAR for residential uses under MIH, the Applicant would not utilize 0.3 of the available FAR; this would be restricted by the RD.
2. The proposed zoning text amendment, which would designate the Project Area as a Mandatory Inclusionary Housing (MIH) area, would require the construction of permanently affordable residential units on the Applicant-owned and controlled Development Site. The Proposed Development is comprised of 50 percent affordable dwelling units and 50 percent market-rate dwelling units (approximately 789 affordable dwelling units and 789 market-rate dwelling units), which exceeds MIH requirements. Of the 50 percent affordable apartments, 60 percent would accommodate families at or below 80 percent AMI, (473 units, consistent with and exceeding MIH option 2), 20 percent would accommodate families at or below 100 percent AMI (158 units) and 20 percent of the units would accommodate families at or below 120 percent AMI (158 units). The number of affordable units, if granted the density for affordability requested (9.7 FAR), would be mandated through an agreement with the New York City Department of Housing Preservation and Development (HPD). This agreement would require that an additional 20 percent of the total units beyond what would be required under the MIH program would be made affordable. However, no



additional affordable units over the MIH Option 2 requirement would be provided if a 9.7 FAR is not approved.

3. The requested LSGD special permit would allow for greater flexibility in site design, particularly the location of buildings on the Development Site without regard to applicable height and setback regulations, the distance between buildings, and yard regulations. Proposed open space areas also would be shown on the site plan for illustrative purposes. The proposed LSGD special permit would serve to promote better site planning and urban design on the Development Site. The LSGD special permit would be required to waive certain tower coverage requirements in R9D districts per ZR section 23-663(b) (minimum lot coverage and minimum lot area under Tower Regulations) to permit minimum area of lot coverage of 11.4 percent when 33 percent would be required per zoning. Additionally, a modification of ZR section 23-663(c) (tower coverage regulation for the highest four stories of the tower under Tower Regulations) is requested to permit 100 percent tower coverage for the highest four stories of the building instead of the 50 to 80 percent coverage permitted under zoning. These waivers are requested to allow slender, uniform towers. Upon approval, the Applicant would enter into a RD, a legally binding mechanism tied to the project site that governs the provisions of the LSGD. This would ensure that the Proposed Development is the RWCDs in terms of building envelope, floor area, and parking.
4. A special permit would be required pursuant to ZR section 74-533 to waive the parking requirements per ZR section 25-23. The requested parking reduction would facilitate the development of additional affordable housing in a Development Site located within a transit zone. Parking would be required for 40 percent of the non-income restricted units, with a total of approximately 462 required parking spaces. Approximately 180 parking spaces are proposed. As such, 282 parking spaces would be waived by the requested special permit. It should be noted that no parking would be required for the income-restricted units under MIH zoning.
5. Finally, although not known at this time, the Proposed Development may also involve the use of public financing for the development of affordable housing from the New York City Department of Housing Preservation and Development (HPD), the New York City Housing Development Corporation (HDC), or other governmental or private sources.

The Proposed Actions would create 789 new affordable housing units (50 percent of the total dwelling units). Of the 50 percent affordable apartments, 60 percent would accommodate families at or below 80 percent AMI, (473 units, consistent with and exceeding MIH option 2), 20 percent would accommodate families at or below 100 percent AMI (158 units) and 20 percent of the units would accommodate families at or below 120 percent AMI (158 units). The proposed affordable housing would help to address affordable housing goals set forth by the City in Housing New York: A Five-Borough, Ten-Year Plan. As described above, the Proposed Development would be constructed on underbuilt and vacant land in close proximity to public transportation and other public amenities. In addition to the residential component, approximately 21,183 gsf of local retail space and approximately 9,678 gsf of community facility space would be provided.

Approximately 180 parking spaces would be allocated in two separate parking garages on the ground- and cellar-levels of the Proposed Development. The accessory parking garages would be accessed via a curb cut on Franklin Avenue, and a curb cut located on Montgomery Street. Additionally, secondary access into the parking garages would be provided via the proposed internal roadway, which would create a driveway located between the two proposed buildings.

It is expected that the Proposed Development would be constructed over an approximately five-year period following project approval, with completion and occupancy expected to occur in 2024. This build year was determined in consideration of the reasonable amount of time necessary for the two-phase project to be developed. Phase I demolition is projected to commence October of 2019 and is completed by the end of December 2019 (3 Months). Phase I excavation and foundation is projected to commence January 2020 and is completed by the end of May 2020 (5 Months). Phase I construction is projected to commence June 2020 and would be completed by the end of December 2022 (30 Months). Marketing of phase I units is projected to commence four months prior to completion of phase I buildings.

Phase II demolition is projected to commence April of 2020 and is completed by the end of December 2020 (9 Months). Phase II excavation and foundation is projected to commence January 2021 and is completed by the end of September 2021 (9 Months). Phase II construction is projected to commence October 2021 and is completed by the end of April 2024 (30 Months). Marketing of Phase II units is projected to commence four months prior to completion of phase II buildings.

This document provides a description of the Proposed Actions and associated reasonable worst case development scenario (RWCDs), and includes task categories for all technical areas to be analyzed in the DEIS.

## **B. REQUIRED APPROVALS AND REVIEW PROCEDURES**

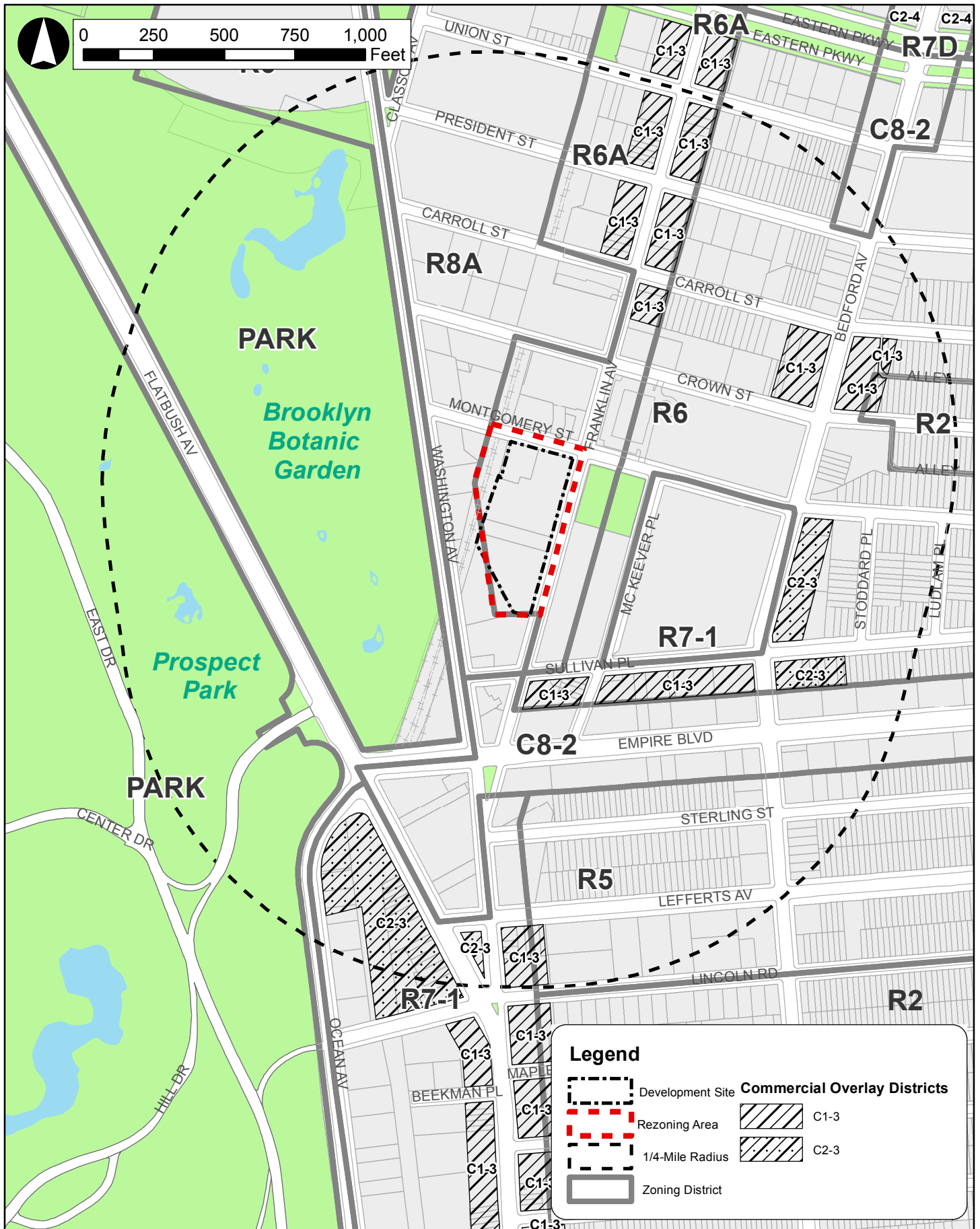
### **Required Approvals**

The Proposed Development would encompass discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and City Environmental Quality Review (CEQR) process. As described above, the anticipated discretionary actions include a zoning map amendment, zoning text amendment, a LSGD Special Permit, and a special permit to reduce the required parking for market-rate dwelling units. In addition, approval of financing for the construction of affordable housing may also be sought. These actions are detailed below.

### **Zoning Map Amendment**

The proposed zoning map amendment, which would rezone the Project Area from R6A to R9D with a C2-4 commercial overlay mapped within 100 feet of Franklin Avenue, would increase the permitted FAR in the Project Area (see **Figure 2** for boundaries of the Project Area), allowing for development of more residential and commercial uses than could be provided under existing conditions. As shown in **Figure 2**, the northern boundary of the Project Area would extend along Montgomery Street approximately 300 feet west of the centerline of Franklin Avenue to the right-of-way of the Franklin Avenue shuttle to the western side of the right-of-way. The eastern boundary would extend along Franklin Avenue from Montgomery Street to a point approximately 150 feet north of Sullivan Place. The southern boundary of the Project Area would extend west from Franklin Avenue in a line that runs parallel to and approximately 150 feet north of Sullivan Place to a point approximately 100 feet east of Washington Avenue. The western boundary of the Project Area would run parallel to and 100 feet east of Washington Avenue from a point approximately 150 feet north of the Sullivan Place centerline to a point approximately 300 feet west of Franklin Avenue and would then extend to the centerline of Montgomery Street.

The proposed R9D/C2-4 zoning district would allow for the development of a wider range of uses at higher densities and would create opportunities for a more vibrant, mixed-use community, while maximizing



space for affordable housing units. Within an R9D/C2-4 district, residential and community facility uses would be subject to the bulk controls of an R9D district and commercial uses would be subject to the bulk controls of a C2-4 district.

### **Zoning Text Amendment**

A zoning text amendment to Section 23-90 (Appendix F) of the ZR is being sought in order to establish the entirety of the proposed rezoning area as a MIH area. As the Proposed Actions would create opportunities for significant new housing development, the mapping of an MIH area is required as a condition of approval for the proposed LSGD Special Permit (described below). The proposed zoning text amendment, which would designate the Project Area as a MIH area, would require the construction of affordable residential units on the Applicant-owned and controlled Development Site, including permanently affordable housing through the City's MIH program. The City's MIH program specifies that an applicant can choose between Option 1, which requires that 25 percent of the housing must be affordable to households making 60 percent of the AMI for a household of three, and Option 2, which requires that 30 percent of the housing must be affordable to households making 80 percent of AMI for a household of three. The Proposed Development would exceed the MIH requirement and provide 50 percent affordable dwelling units and 50 percent market-rate dwelling units (789 affordable dwelling units and 789 market-rate dwelling units). As proposed, the project comprises two predominantly residential buildings containing approximately 1,578 apartments, 50 percent affordable, for a total of 789 affordable apartments, in excess of MIH requirements. Of the 50 percent affordable apartments, 60 percent would accommodate families at or below 80 percent AMI, (473 units, consistent with and exceeding MIH option 2), 20 percent would accommodate families at or below 100 percent AMI (158 units) and 20 percent of the units would accommodate families at or below 120 percent AMI (158 units). The number of affordable units in excess of the minimum required through the city's MIH program. The number of affordable units, if granted the density for affordability requested (9.7 FAR), would be mandated through an agreement with HPD.

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

A LSGD Special Permit is being sought in order to allow the location of buildings without regard to applicable height and setback, distance between building, and yard regulations, and to waive certain tower coverage requirements. The proposed LSGD Special Permit would allow greater design flexibility for the purpose of better site planning and urban design. 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 RD, a legally binding mechanism tied to the project site that governs the provisions of the LSGD.

### **Special Permit to Reduce Required Parking**

A special permit would be required pursuant to ZR section 74-533 to waive the parking requirements per ZR section 25-23. Parking be required for 40 percent of the non-income restricted units, with a total of approximately 462 required parking spaces. Approximately 180 parking spaces are proposed. As such, 282 parking spaces would be waived by the requested special permit. It should be noted that no parking would be required for the income-restricted units under MIH zoning.



## Public Financing

In addition to the actions described above, financing from city, state, and/or federal sources may be sought. At the city level, funding may be requested in the form of tax exempt bonds from HDC and HPD under the Extremely Low and Low-income Affordability (ELLA) financing programs. Funding sources at the state level may include the New York State Homes and Community Renewal (HCR). Federal sources of funding may include the United States Department of Housing and Urban Development (HUD) financing programs, allocated by HPD, as well as new market tax credit (NMTC) transactions, or other governmental or private sources.

## City Environmental Quality Review (CEQR) and Scoping

The Proposed Actions are classified as a Type I Action, as defined under 6 NYCRR 617.4(b)(10), and is subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) and Positive Declaration were issued on February 8, 2019 by the New York City Department of City Planning (DCP), as lead agency. DCP has determined that the Proposed Actions may result in significant adverse environmental impacts and directed that a Draft Environmental Impact Statement (DEIS) be prepared.

This Draft Scope for the preparation of a DEIS contains a description of the Proposed Actions and the tasks that would be undertaken to analyze the potential environmental impacts of the Proposed Actions. The issuance of the Draft Scope marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the DEIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the DEIS. During the public comment period, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. The public, interested agencies, and elected officials, are invited to comment on the Draft Scope, either in writing or orally, at the public scoping meeting.

A public scoping meeting is scheduled to be held on **Tuesday March 12, 2019** starting at **1:00 PM** in the **Equitable Life Building, 120 Broadway, New York, NY 10271 in the hearing room on the lower concourse level.**

Comments received during the Scoping Meeting and written comments received up to ten days after the meeting – until 5:00 PM on **Monday March 25, 2019**, will be considered and incorporated, as appropriate, into the Final Scope of Work (Final Scope). The Final Scope will incorporate all relevant comments made on the Draft Scope and revise the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process. The DEIS will be prepared in accordance with the resulting Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the City Planning Commission (CPC) hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. At the close of the public review period, a Final EIS (FEIS) will be prepared. Comments made on the DEIS will be responded to and incorporated into the FEIS, as appropriate. The FEIS will then be used by the relevant City agencies to evaluate CEQR findings, which address project impacts and proposed mitigation measures, and to decide whether to approve the requested discretionary actions, with or without modifications.

## C. PROJECT DESCRIPTION

### Development Site

The 120,209 sf Development Site is located east of the Brooklyn Botanic Garden on a portion of an irregularly-shaped block that is bounded by Sullivan Place to the south, Washington Avenue to the west, Montgomery Street to the north, and Franklin Avenue to the east. The Development Site is comprised of the following properties: lot 41 located at 130 Montgomery Street, lot 46 located at 124 Montgomery Street, lot 63 located at 962 Franklin Avenue, and lot 66 located at 972 Franklin Avenue. The Development Site contains approximately 225 feet of frontage along Montgomery Street and approximately 576 feet of frontage along Franklin Avenue.

The northern portion of the Development Site contain several multi-story buildings totaling 107,744 gsf, including an office building, a former boiler building, as well as buildings which contain spice warehousing and spice processing uses associated with Morris J. Golombeck, Inc. Importers (“Golombeck”). In addition, a decommissioned smoke stack is located on the Development Site. The southern portion of the lot contains an empty warehouse building (lot 63) and is otherwise vacant (lot 66). There are two existing curb cuts along Montgomery Street and five existing curb cuts along Franklin Avenue; not all curb cuts are used for site access at present.

Golombeck has operated on the northern portion of the Development Site (lots 41 and 46) from approximately 1955 to present as a spice warehouse, processing and distribution facility. The northern portion of the Development Site contains several multi-story buildings totaling 107,744 gsf, including an office building, a former boiler building, as well as buildings which contain spice warehousing and spice processing uses. In addition, a decommissioned smoke stack is located on the Development Site. Prior uses on the northern portion of the Development Site include: Burton Dixie Corporation, a manufacturer of mattresses and cotton felts, from 1932 to 1955; and Consumers Park Brewery, a brewery with cold storage and bottling of beverages from 1908 to 1932.

In a letter dated December 4, 2017, the New York City (NYC) Landmarks Preservation Commission (LPC) issued a response letter indicating that no part of the Development Site is considered to have archaeological significance. In a subsequent letter, dated December 20, 2017, LPC indicated that lots 63 and 66 had no architectural significance. For lots 41 and 46 the response letter indicated that LPC had no interest in the on-site buildings; however, LPC’s response indicated that the buildings are eligible for the New York State and National Registers (S/NR eligible).

The southern portion of the site (lots 63 and 66) has remained predominantly vacant since 1961. Prior uses on the southern portion of the Development Site include: tennis courts from 1951 to 1961; the Rubel Corporation’s ice production and distribution facility from 1932 to 1951; and Flatbush Hygienic Ice Company’s ice production and distribution facility from 1908 to 1932.

There are two existing curb cuts along Montgomery Street and five existing curb cuts along Franklin Avenue. Not all curb cuts are used for site access on a regular basis at present. Only the curb cut on Franklin Avenue that serves the Golombeck facility is used regularly.

### The Balance of the Proposed Rezoning Area

The remainder of the properties, located entirely or partially within the Project Area, are occupied by the

following land uses: lot 1 is a 30,080-sf rectangular property which contains the MTA's Franklin Avenue subway shuttle right-of-way, an open-cut subway; 122A Montgomery Street (lot 40) is a vacant 1,282-sf rectangular property; 1015 Washington Avenue (lot 77) is a 28,432-sf trapezoidal property containing a six-story, 95,000 gsf multi-family residential building; and 1035 Washington Avenue (lot 85) is a 28,437-sf irregular shaped property containing a six-story, 117,250 gsf multi-family residential building.

The Project Area also includes portions of four lots not owned or under the control of the Applicant, including: part of lot 1 (approximately 18,431 sf or 56.8 percent of the 32,461 sf lot), all of lot 40 (approximately 1,282 sf), part of lot 77 (approximately 6,969 sf or 24.4 percent of the 28,621 sf lot), and part of lot 85 (approximately 186 sf or 0.6 percent of the 29,141 sf lot). As described below, the Proposed Actions would not be expected to result in new development on lots 1, 40, 77 or 85.

Lot 1 contains the MTA's Franklin Avenue subway shuttle right-of-way, an open-cut subway line that transects block 1192 from Montgomery Street to Washington Avenue. As this tax lot is owned by the MTA, it is unlikely to be developed as a consequence of the Proposed Actions.

122A Montgomery Street (lot 40) is a 1,282 sf (10 feet wide by 128 feet deep) rectangular property that is located within the Project Area. Although lot 40 is vacant, the small size of the site precludes a substantial development on this site.

1015 Washington Avenue (lot 77) is a 28,432 sf trapezoidal property partially located within the Project Area. Lot 77 is occupied by a six-story, 99,750 gsf multi-family residential building, which represents a built FAR of 3.34. The current residential building contains 90 dwelling units constructed before 1974. Although Lot 77 is developed to less than the maximum allowable FAR under the R8A zoning (6.02 FAR), it is unlikely the property would be redeveloped as a consequence of the Proposed Actions since only a small portion (24.4 percent) of the site would be rezoned as a consequence of the Proposed Actions.

1035 Washington Avenue (lot 85) is a 28,437 sf irregular shaped property partially located within the Project Area. Lot 85 is occupied by a six-story, 123,113 gsf multi-family residential building which represents a built FAR of 4.12. The current residential building contains 97 dwelling units constructed before 1974. Although lot 85 is developed to less than the maximum allowable FAR under the R8A zoning (6.02 FAR), it is unlikely the property would be redeveloped as only a small portion (0.6 percent) of the site would be rezoned as a consequence of the Proposed Actions.

### **Land Use**

Golombeck has operated on the northern portion of the Development Site (lots 41 and 46) from approximately 1955 to present as a spice warehouse, processing and distribution facility. This portion of the Development Site is currently developed with several multi-story buildings including an office building, former boiler building, spice warehousing and spice packaging areas located in the northern portion of the property. An out-of-service smoke stack is also located in the central portion of the Development Site.

Prior uses on the northern portion of the Development Site include: Burton Dixie Corporation, a manufacturer of mattresses and cotton felts, from 1932 to 1955; and Consumers Park Brewery, a brewery with cold storage and bottling of beverages from 1908 to 1932.

As indicated above, the southern portion of the Development Site (lots 63 and 66) has remained predominantly vacant since 1961. Prior uses on the southern portion of the Development Site include:

tennis courts from 1951 to 1961; the Rubel Corporation operated an ice production and distribution facility from 1932 to 1951; and Flatbush Hygienic Ice Company operated an ice production and distribution facility from 1908 to 1932.

## Zoning

As shown in **Figure 2, “Zoning Map,”** the Development Site is located within an R6A zoning district. The balance of the Project Area is mapped R8A.

### R6A

R6A zoning districts are medium-density contextual districts where Quality Housing bulk regulations are mandatory. R6A districts permit a maximum FAR of 3.0 with a minimum base height of 40 feet, a maximum base height of 60 feet (65 feet with a qualifying ground floor), and a maximum building height of 70 feet (75 feet with a qualifying ground floor). Parking is required for 50 percent of the market-rate dwelling units in R6A zoning districts.

### R8A

R8A zoning districts are high-density contextual districts where Quality Housing bulk regulations are mandatory. R8A districts permit a maximum FAR of 6.02 with a minimum base height of 60 feet, a maximum base height of 85 feet (95 feet with a qualifying ground floor), and a maximum building height of 120 feet (125 feet with a qualifying ground floor). Parking is required for 40 percent of dwelling units in R8A zoning districts.

**TABLE 1**  
**Percentage of Lot Area Within the Existing R6A Zoning District**

Block	Lot <sup>1</sup>	Address	Total Lot Area (SF) <sup>2</sup>	Square Footage of Lot Within Project Area (SF)	Percentage of Lot Located Within the Existing R6A Zoning District (%)
1192	1	Washington Avenue (MTA Right-of-Way)	32,461	18,431	57%
	40	122A Montgomery Street	1,282	1,282	100%
	41	130 Montgomery Street	12,463	12,463	100%
	46	124 Montgomery Street	54,488	54,488	100%
	63	962 Franklin Street	12,981	12,851	99%
	66	972 Franklin Street	40,277	38,666	96%
	77	1015 Washington Avenue	28,621	6,969	24%
	85	1035 Washington Avenue	29,141	186	1%

<sup>1</sup>The shaded rows represent the Development Site.

<sup>2</sup>Lot area comes from PLUTO data (lots 1, 40, 77 and 85) and from a topographic survey (the Development Site).

As shown in **Figure 2, “Zoning Map,”** an R6A zoning district is mapped across most of the Development Site. However, six lots also have lot area that is mapped with an R8A zoning district. As described above, the existing zoning district boundaries create split lot conditions for the following tax lots: lot 1, lot 41, lot 63, lot 66, lot 77, and lot 85. As shown in **Table 1**, the vast majority of the Development Site is located within the boundaries of the existing R6A/proposed R9D zoning district (100 percent of lots 41 and 46, 99 percent of lot 63, and 96 percent of lot 66). Lot 40, while not part of the Development Site, would also be located entirely within the Project Area; however, as indicated above, development of that property would not be able to take advantage of the increase in FAR due to its narrow lot size. Conversely, only a

small portion of lots 77 and 85 would be rezoned as a result of the Proposed Actions, with approximately 24 percent of lot 77 and approximately 1 percent of lot 85 being located within the proposed rezoning area. Further, while approximately 57 percent of lot 1 would be located within the Project Area, this property is an open subway cut for the MTA's Franklin Avenue subway shuttle and is not likely to be redeveloped.

### **1991 Contextual Rezoning**

In 1991, the Project Area was rezoned in conjunction with a Department of City Planning rezoning of a 13-block area bounded by Eastern Parkway, Washington Avenue, Sullivan Place, and a line 100 feet east of Franklin Avenue, pursuant to ULURP No. C910293 ZMK. The application rezoned R6 and R8 districts and a 150-foot-deep C1-3 commercial overlay to contextual R6A and R8A districts, and lessened the C1-3 overlay to a 100-foot depth. The rezoning was intended to encourage mid-rise, high coverage buildings, and to prevent incursion of commercial uses in the residential mid-blocks. The 1991 rezoning effort was City Planning's response to area conditions in 1991, namely, to encourage contextual residential development. The project site is currently zoned R6A, which allows for medium-density residential (Use Group 1 and 2) and community facility uses (Use Groups 3 and 4). Commercial and industrial/ manufacturing uses are not permitted. Development is governed by Quality Housing regulations.

### **ZQA and MIH**

On September 21, 2015, the CPC certified into ULURP (i) the Zoning for Quality and Affordability text amendment ("ZQA") under ULURP No. N160049ZRY, and (ii) the Mandatory Inclusionary Housing text amendment ("MIH") under ULURP No. N160051ZRY. The ZQA text amendment allows modest five, ten or fifteen-foot height increases in certain zoning districts to allow for buildings with desirable high-ceilinged ground floor retail space, to allow for variety in building envelopes, to reduce parking requirements for buildings providing affordable housing under the Inclusionary Housing program in certain transit-rich areas, and to accommodate all permitted floor area in the permitted bulk envelope, particularly in buildings providing affordable housing under the Inclusionary Housing program. The MIH text amendment makes the Inclusionary Housing program mandatory in certain districts to facilitate the production of affordable housing. On February 2, 2016, the New York City Planning Commission approved the text amendments with modifications. On March 22, 2016, the City Council approved the text amendments.

### **Topography**

The topography of the project site slopes downwards from Montgomery Street toward the southern edge of the property. Existing elevations in the vicinity of the property generally range from approximately 100 feet along Montgomery Street to approximately 88 feet near Franklin Avenue at the southern edge of the property (as measured in North American Vertical Datum of 1988).

### **Neighborhood Context**

The Project Area is located in the Crown Heights neighborhood of Brooklyn. Nearby neighborhoods include Prospect-Lefferts Gardens and Prospect Heights, and the Project Area is also located just east of Prospect Park and the Brooklyn Botanic Garden. During the past several years, the neighborhood has experienced considerable residential growth. The secondary study area, located within a radius of approximately a quarter-mile of the Project Area, is primarily residential and institutional, but also accommodates some commercial/office space, transportation uses, open space resources, and vacant land.

Approximately 19.5 percent of the lot area and 19.9 percent of the buildings in the quarter-mile study area is comprised of public facilities and institutions. P.S. 241 Emma L. Johnston (976 President Street), P.S. 375 Jackie Robinson School/M.S. 352 Ebbets Field (46 McKeever Place) and the City University of New York's (CUNY's) Medgar Evers College campus (1637 Bedford Avenue) are located within a quarter-mile of the Project Area (see **Figure 3, "Land Use Map"**).

Additionally, several religious institutions are located within an approximate quarter-mile radius of the Project Area. The Full Gospel Assembly Pentecostal Church (836 Franklin Avenue) is located four blocks north of the Project Area. The Ebenezer Haitian Baptist Church (1594 Bedford Avenue), the Kingdom Hall of Jehovah's Witnesses (1032 Carroll Street), and the Full Gospel Assembly of God (131 Sullivan Place) are located in the eastern section of the secondary study area. Grace Reformed Church (1800 Bedford Avenue) and the Gospel Truth Church of God (1055 Washington Avenue) are located in the quarter-mile study area to the south of the Project Area.

Additional institutions in the quarter-mile study area include the Brooklyn Museum (200 Eastern Parkway) at the northwestern limits of the study area; the Five Block Day Care Center (955 Carroll Street) to the east of the Project Area; and, the Institute for Community Living Inc. (516 Flatbush Avenue), a 20-bed congregate community residence for individuals who are diagnosed with co-occurring psychiatric and substance abuse disorders is located at the southern limits of the study area. The Bedford-Union Armory (1555 Bedford Avenue) is located just beyond the limits of the quarter-mile study area boundary to the northeast of the Project Area.

There are also several large open space resources within the secondary study area. A portion of Prospect Park, including the Prospect Park Zoo (450 Flatbush Avenue), is located in the southwestern section of the quarter-mile study area. A majority of the Brooklyn Botanic Garden, including the Science Center (109 Montgomery Street), is also located within the quarter-mile study area, to the west of the Project Area. To the northwest of the Project Area is the 1.36-acre Dr. Ronald McNair Park, bounded by Eastern Parkway, Classon Avenue, and Washington Avenue.

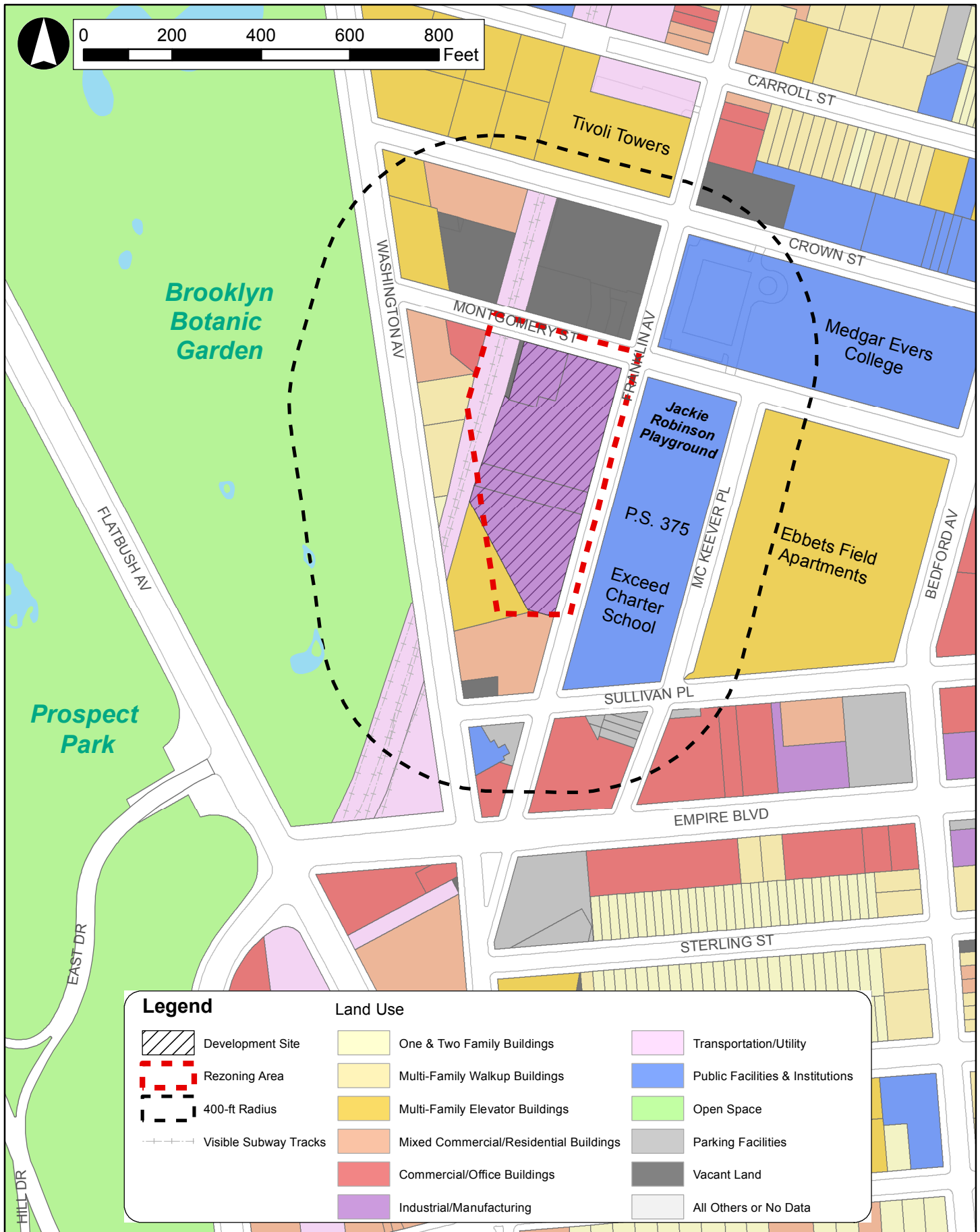
The residential buildings in the area surrounding the Project Area vary greatly, ranging in height and density from two-story, semi-detached houses, to six-story apartment buildings, to the seven 25-story Ebbets Field Houses apartment buildings containing approximately 1,300 dwelling units at 1720 Bedford Avenue in the eastern portion of the study area. Tivoli Towers, located at the northern limits of the study area, is a Mitchell-Lama residential complex built in the 1970s, consisting of 33 stories (297 feet high) and approximately 321 dwelling units.

## **Description of the Proposed Actions**

The Proposed Actions include a zoning map amendment, zoning text amendment, a Large-Scale General Development (LSGD) Special Permit, and a special permit to reduce the required parking for market-rate dwelling units. In addition, approval of financing for the construction of affordable housing may also be sought. These actions are detailed below.

### **Zoning Map Amendment**

The proposed zoning map amendment, which would rezone the Project Area from R6A to R9D with a C2-4 commercial overlay mapped within 100 feet of Franklin Avenue, would increase the permitted FAR in the Project Area (see **Figure 2** for boundaries of the Project Area), allowing for development of more



Legend					
	Development Site		One & Two Family Buildings		Transportation/Utility
	Rezoning Area		Multi-Family Walkup Buildings		Public Facilities & Institutions
	400-ft Radius		Multi-Family Elevator Buildings		Open Space
	Visible Subway Tracks		Mixed Commercial/Residential Buildings		Parking Facilities
			Commercial/Office Buildings		Vacant Land
			Industrial/Manufacturing		All Others or No Data

residential and commercial uses than could be provided under existing conditions. As shown in **Figure 2**, the northern boundary of the Project Area would extend along Montgomery Street approximately 300 feet west of the centerline of Franklin Avenue to the right-of-way of the Franklin Avenue shuttle to the western side of the right-of-way. The eastern boundary would extend along Franklin Avenue from Montgomery Street to a point approximately 150 feet north of Sullivan Place. The southern boundary of the Project Area would extend west from Franklin Avenue in a line that runs parallel to and approximately 150 feet north of Sullivan Place to a point approximately 100 feet east of Washington Avenue. The western boundary of the Project Area would run parallel to and 100 feet east of Washington Avenue from a point approximately 150 feet north of the Sullivan Place centerline to a point approximately 300 feet west of Franklin Avenue and would then extend to the centerline of Montgomery Street.

The proposed R9D/C2-4 zoning district would allow for the development of a wider range of uses at higher densities and would create opportunities for a more vibrant, mixed-use community, while maximizing space for affordable housing units. Within an R9D/C2-4 district, residential and community facility uses would be subject to the bulk controls of an R9D district and commercial uses would be subject to the bulk controls of a C2-4 district.

### ***Zoning Text Amendment***

A zoning text amendment to Section 23-90 (Appendix F) of the ZR is being sought in order to establish the entirety of the proposed rezoning area as a MIH area. As the Proposed Actions would create opportunities for significant new housing development, the mapping of an MIH area is required as a condition of approval for the proposed LSGD Special Permit (described below). The proposed zoning text amendment, which would designate the Project Area as a MIH area, would require the construction of affordable residential units on the Applicant-owned and controlled Development Site, including permanently affordable housing through the City's MIH program. The City's MIH program specifies that an applicant can choose between Option 1, which requires that 25 percent of the housing must be affordable to households making 60 percent of the AMI for a household of three, and Option 2, which requires that 30 percent of the housing must be affordable to households making 80 percent of AMI for a household of three. The Proposed Development would exceed the MIH requirement and provide 50 percent affordable dwelling units and 50 percent market-rate dwelling units (789 affordable dwelling units and 789 market-rate dwelling units). As proposed, the project comprises two predominantly residential buildings containing approximately 1,578 apartments, 50 percent affordable, for a total of 789 affordable apartments, in excess of MIH requirements. Of the 50 percent affordable apartments, 60 percent would accommodate families at or below 80 percent AMI, (473 units, consistent with and exceeding MIH option 2), 20 percent would accommodate families at or below 100 percent AMI (158 units) and 20 percent of the units would accommodate families at or below 120 percent AMI (158 units). The number of affordable units in excess of the minimum required through the city's MIH program, if granted the density for affordability requested (9.7 FAR), would be mandated through an agreement with HPD.

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

A LSGD Special Permit is being sought in order to allow the location of buildings without regard to applicable height and setback, distance between building, and yard regulations, and to waive certain tower coverage requirements. The proposed LSGD Special Permit would allow greater design flexibility for the purpose of better site planning and urban design. 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 RD, a legally binding mechanism tied to the project site that governs the provisions of the LSGD.

### ***Special Permit to Reduce Required Parking***

A special permit would be required pursuant to ZR section 74-533 to waive the parking requirements per ZR section 25-23. Parking be required for 40 percent of the non-income restricted units, with a total of approximately 462 required parking spaces. Approximately 180 parking spaces are proposed. As such, 282 parking spaces would be waived by the requested special permit. It should be noted that no parking would be required for the income-restricted units under MIH zoning.

### ***Public Financing***

In addition to the actions described above, financing from city, state, and/or federal sources may be sought. At the city level, funding may be requested in the form of tax exempt bonds from HDC and HPD under the ELLA financing programs. Funding sources at the state level may include the New York State HCR. Federal sources of funding may include the United States Department of HUD financing programs, allocated by HPD, as well as NMTC transactions, or other governmental or private sources.

### ***Purpose and Need for the Proposed Actions***

The proposed zoning map amendment, which would rezone the area from R6A to R9D with a C2-4 overlay mapped within 100 feet of Franklin Avenue, combined with the text amendment and other requested discretionary actions described above, would facilitate the Proposed Development by increasing the permitted FAR in the Project Area, allowing for the development of more residential space, including approximately 789 units of affordable housing, including 30 percent (473 units) of the total units that would be permanently affordable housing through the City's MIH program. The remaining 20 percent of the proposed affordable housing would be provided through an agreement with HPD. The proposed rezoning would also allow for the introduction of new local retail uses within 100 feet of Franklin Avenue.

The proposed zoning text amendment, which would designate the Project Area as a MIH area, would require the construction of affordable dwelling units on the Applicant-owned Development Site. As described above, the MIH program has two options for applicants to select from, which provide either 25 or 30 percent of the total residential units be made permanently affordable. The Applicant's proposal to construct a development that is comprised of 50 percent affordable dwelling units (including 30 percent permanently affordable through the City's MIH program and 20 percent through an agreement with HPD) and 50 percent market-rate rental units (789 affordable units and 789 market-rate units) would surpass the City's existing affordability requirements as a result of the City approval of a high-density zoning district on the project site. The creation of new affordable housing would help to address affordable housing goals set forth by the City in Housing New York: A Five-Borough, Ten-Year Plan. Further, the 789 units of affordable housing would help to meet the stated goal of Brooklyn Community District 9 in the fiscal year 2019 Statement of Community District Needs and Community Board Budget Requests to address the critical need for affordable housing.

The proposed development would be constructed on private land in close proximity to public transportation. The inclusion of the proposed C2-4 commercial overlay would extend the existing

commercial corridor further south along Franklin Avenue. As a result, it is anticipated that pedestrian activity of the surrounding Crown Heights neighborhood would be drawn south along Franklin Avenue into the Project Area.

It is anticipated that all of the proposed residences would be rented quickly due to high demand for affordable and market-rate dwelling units. Douglas Elliman prepared a demographic market study and found that between 2010 – 2017 New York City’s population grew by 450,000 residents, with 144,000 new residents in Brooklyn. The average person per unit in NYC is 1.85 persons per unit. To meet this demand, Brooklyn would have needed to add 72,000 new units from 2010 – 2017, however only 23,000 new units were added in this time. Additionally, there are only approximately 14,000 additional units in the pipeline between 2018 and 2022. Of these 14,000 units, Douglas Elliman roughly estimates that close to 75 percent of them will be located north of Eastern Parkway and priced at \$65 per sq ft or more. The estimated pricing for the Proposed Development is anticipated to be in the \$50-\$51/ per sq ft range. Therefore, the Proposed Development is anticipated to satisfy existing demand for affordable and market-rate units.

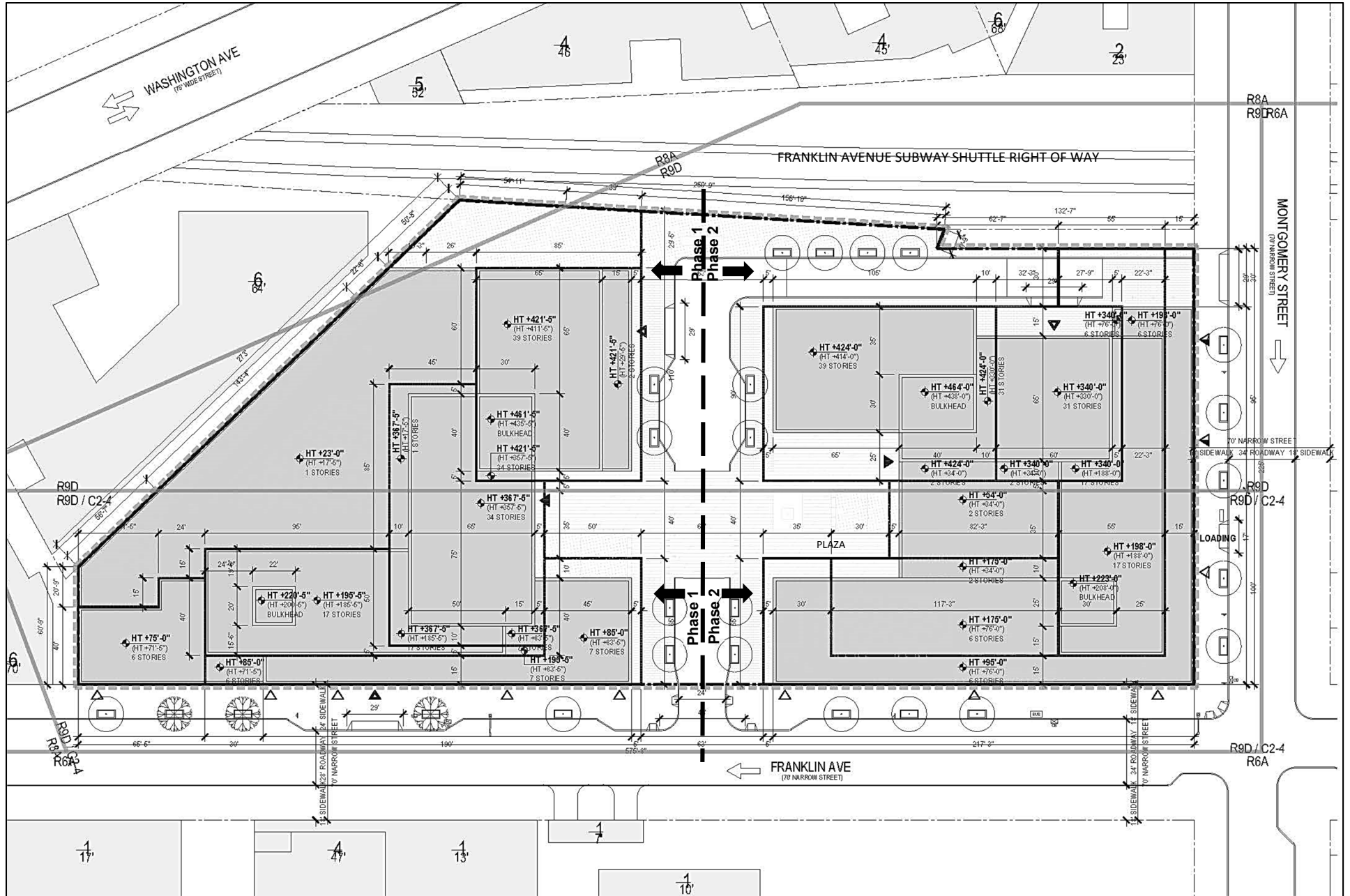
There is precedent for the proposed density in the immediate vicinity of the Project Area, with the 33-story Tivoli Towers residential development located two blocks to the north of the Project Area, and the 25-story Ebbets Field residential development located two blocks to the east of the Project Area. Tivoli Towers, built in 1979, contain approximately 321 dwelling units, while Ebbets Field Apartments, constructed in 1962, contain approximately 1,300 dwelling units.

### **Description of the Proposed Project**

For analysis purposes, it is anticipated that the Proposed Actions would facilitate the development of a two tower, approximately 1,369,314 gsf (1,151,671 zsf) mixed-use residential/commercial/community facility development (see **Figure 4, “Illustrative Site Plan”** and **Figure 5, “Illustrative Views of the Proposed Development”**). The Proposed Development would comprise approximately 1,263,039 gsf of residential uses, introducing a total of approximately 1,578 dwelling units, of which 50 percent (789 dwelling units) would be affordable units and 50 percent (789 dwelling units) would be market-rate units. It is anticipated that 60 percent would accommodate families at or below 80 percent AMI, (473 units, consistent with and exceeding MIH option 2), 20 percent would accommodate families at or below 100 percent AMI (158 units) and 20 percent of the units would accommodate families at or below 120 percent AMI (158 units). The number of affordable units, if granted the density for affordability requested (9.7 FAR), would be mandated through an agreement with HPD.

In addition to the residential component, approximately 21,183 gsf of local retail space and approximately 9,678 gsf of community facility space would be provided. Approximately 180 parking spaces would be allocated in two separate parking garages on the ground- and cellar-levels of the Proposed Development. The accessory parking garages would be accessed via a curb cut on Franklin Avenue, and a curb cut located on Montgomery Street. Additionally, secondary access into the parking garages would be provided via the proposed internal roadway, which would have a driveway located between the two proposed buildings.

The Proposed Development would be constructed in two consecutive phases. During the first phase, a 39-story, approximately 421-foot tall tower (excludes the 40-foot mechanical bulkhead) would be constructed on the southern portion of the Development Site (lots 63 and 66). The phase I tower would have a six-story street wall for approximately 65 feet, five-inches along Franklin Avenue at the southern end of the site, which would step up to a seven-story street wall for approximately 220 feet to the north





1. Illustrative view of the Proposed Development from the parking lot located at the northeast corner of Montgomery Street and Franklin Avenue.



2. Illustrative pedestrian-level view of the Proposed Development from the southeast corner of Montgomery Street and Franklin Avenue.

along Franklin Avenue. The building would be set back 15 feet before rising up to 17 stories, and then another 15 feet before rising to 34 stories and would then set back approximately 80 feet to the 39-story portion of the building. The first phase of the Proposed Development would comprise approximately 705,652 gsf with approximately 810 dwelling units, including approximately 405 affordable units, approximately 9,641 gsf of local retail uses, and approximately 113 parking spaces.

In the second phase, a 39-story, approximately 424-foot tall tower would be constructed on the northern portion of the Development Site (lots 41 and 46). The phase II tower would have a six-story street wall for approximately 217 feet, three-inches along Franklin Avenue and approximately 195 feet along Montgomery Street. The building would be set back 15 feet from Franklin Avenue and Montgomery Street before rising up to 17 stories. There would be another setback of 95 feet on the Franklin Avenue frontage and 22 feet on the Montgomery Street frontage before rising to 31 stories. The building would then step back another 15 feet from Franklin Avenue and another 70 feet from Montgomery Street before rising to 39 stories. The second phase of the Proposed Development would comprise approximately 663,662 gsf with approximately 768 dwelling units, 11,542 gsf of local retail uses, approximately 9,678 gsf of community facility space and approximately 67 accessory parking spaces.

Approximately 50,258 sf of open space areas would be provided, including approximately 24,959 sf of roof garden terrace areas, approximately 17,959 sf of open plaza along the interior roadway, and approximately 7,340 sf of at-grade landscaped area along the western property line that would likely serve as a buffer between the proposed development and the subway right-of-way. It is anticipated that only the 17,959 sf of open plaza areas along the proposed interior roadway would be accessible to the public between dawn and dusk. The balance of the open space areas would be private open spaces for use by building residents. As design of the open space areas has not been completed at this time, potential future amenities are not yet known.

As described above, approximately 75,414 gsf (approximately 180 parking spaces) would be allocated for parking on the ground- and cellar-levels of the Proposed Development. The accessory parking garages would be accessed via a curb cut on Franklin Avenue, and a curb cut located on Montgomery Street. Additionally, secondary access into the parking garages would be provided via the proposed internal roadway, which would have a driveway located between the two proposed buildings.

**TABLE 2**  
**Proposed Development Program**

	Total Area		Residential GSF	Dwelling Units		Commercial GSF	Community Facility GSF	Accessory Parking	Building Stories	Building Height
	GSF	ZSF		Market- Rate	Affordable					
Phase I	705,652	587,385	648,520	405	405	9,641	0	113	39	421
Phase II	663,662	564,286	614,519	384	384	11,542	9,678	67	39	424
<b>Total</b>	<b>1,369,314</b>	<b>1,151,671</b>	<b>1,263,039</b>	<b>789</b>	<b>789</b>	<b>21,183</b>	<b>9,678</b>	<b>180</b>		

### ***Construction Phasing***

Development would occur in two consecutive phases and would commence as soon as all necessary public approvals are granted. Phase I demolition is projected to commence October of 2019 and is completed by the end of December 2019 (3 Months). Phase I excavation and foundation is projected to commence

January 2020 and is completed by the end of May 2020 (5 Months). Phase I construction is projected to commence June 2020 and is completed by the end of December 2022 (30 Months). Marketing of Phase I units is projected to commence four months prior to completion of phase I buildings.

Phase II demolition is projected to commence April of 2020 and is completed by the end of December 2020 (nine months). Phase II excavation and foundation is projected to commence January 2021 and is completed by the end of September 2021 (nine months). Phase II construction is projected to commence October 2021 and is completed by the end of April 2024 (30 months). Marketing of Phase II units is projected to commence four months prior to completion of Phase II buildings.

## **D. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW**

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

### **Analysis Year**

Construction of the Proposed Development would occur over an approximately five-year period with an anticipated start date in 2019 with all components complete and fully operational by the end of 2024. Accordingly, the Proposed Development will use a 2024 Build Year for analysis purposes. As the Proposed Development would be operational in 2024, its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assess current conditions and forecast these conditions to the expected 2024 Build Year for the purposes of determining potential impacts. Each chapter of the EIS will provide a description of the "Existing Condition" and assessment of future conditions without the Proposed Development ("Future without the Proposed Actions") and with the Proposed Development ("Future with the Proposed Actions").

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

In order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDs) for the project site 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 in the EIS. The requested LSGD Special Permit would require the submission of drawings to the City Planning Commission and would require that the proposed 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 RD, a legally binding mechanism tied to the project site that governs the provisions of the LSGD. Therefore, the Proposed Development would represent the upper limits of potential development and the impact of the Proposed Actions would be no worse than those considered in the EIS.

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

It is anticipated that an as-of-right residential development would be constructed on the Development Site (lots 41, 46, 63 and 66) in two phases pursuant to the existing R6A zoning under future No-Action conditions. The R6A zoning district permits 3.0 FAR with a maximum base height of 60 feet and a maximum

building height of 70 feet. The No-Action development would include a total of approximately 414,607 gsf (approximately 356,190 zsf) of residential uses with approximately 518 market rate condominiums (assuming an average dwelling unit size of approximately 800 gsf per unit). Approximately 259 parking spaces would be provided, which is the equivalent of 50 percent of the building's market-rate dwelling units as required by the site's R6A zoning.

All four lots comprising the Development Site are under the control of the Applicant. Lots 63 and 66 are predominantly vacant and would be redeveloped pursuant to the existing R6A zoning. While the Phase II property currently contains the Morris J. Golombek, Inc. Importers spice company operations, the Applicant has an accepted purchase agreement and the spice operations would vacate the property regardless of the Proposed Actions. As such, an as-of-right development would be developed on the Development Site pursuant to the existing R6A zoning under future No-Action conditions.

### ***The Future With the Proposed Actions (With-Action)***

Under the With-Action scenario, two mixed-use buildings would be constructed with a total combined area of approximately 1,369,314 gsf (1,151,671 zsf). The Proposed Development would comprise 1,263,039 gsf of residential uses, introducing a total of 1,578 dwelling units, of which 50 percent or 789 dwelling units would be affordable units and 50 percent or 789 dwelling units would be market-rate units. An average unit size of 800 gsf per unit is assumed for all dwelling units. It is anticipated that 60 percent would accommodate families at or below 80 percent AMI (473 units, consistent with and exceeding MIH option 2), 20 percent would accommodate families at or below 100 percent AMI (158 units) and 20 percent of the units would accommodate families at or below 120 percent AMI (158 units). In addition to the residential component, approximately 21,183 gsf of local retail space and approximately 9,678 gsf of community facility space would be provided. For conservative analysis purposes it is assumed that the community facility space would be a medical office; however, it is the Applicant's intent to provide a daycare facility. Approximately 75,414 gsf (approximately 180 parking spaces) would be allocated for parking on the ground- and cellar-levels of the Proposed Development in two separate garages.

Approximately 50,258 sf of open space areas would be provided, including approximately 24,959 sf of roof garden terrace areas, approximately 17,959 sf of open plaza along the interior roadway, and approximately 7,340 sf of at-grade landscaped area along the western property line that would likely serve as a buffer between the proposed development and the subway right-of-way. It is anticipated that only the 17,959 sf of open plaza areas along the proposed interior roadway would be accessible to the public between dawn and dusk. The balance of the open space areas would be private open spaces for use by building residents. As design of the open space areas has not been completed at this time, potential future amenities are not yet known. The proposed site plan design intends to satisfy the findings of the LSGD special permit related to the creation of a superior site plan by creating a streetwall along Franklin Avenue that is consistent with the existing and anticipated proposed future built conditions to the north and south along Franklin Avenue, by breaking up the proposed massing on the site through the creation of an interior roadway, and by introducing publicly accessible open spaces in the form of plazas and seating around the proposed interior roadway.

The Proposed Development would be constructed in two consecutive phases beginning in October of 2019 and ending in April 2024. During the first phase (beginning in October of 2019 and completed by the end of December 2022), a 39-story, approximately 421-foot tall tower (excludes the 40-foot mechanical bulkhead) would be constructed on the southern portion of the Development Site (lots 63 and 66). The phase I tower would have a 6-story street wall for approximately 65 feet, 5-inches along Franklin Avenue

at the southern end of the site, which would step up to a seven-story street wall for approximately 220 feet to the north along Franklin Avenue. The building would be set back 15 feet before rising up to 17 stories, and then another 15 feet before rising to 34 stories and would then set back approximately 80 feet to the 39-story portion of the building. The first phase of the Proposed Development would comprise approximately 705,652 gsf with approximately 810 dwelling units, and approximately 9,641 gsf of local retail uses. Approximately 113 parking spaces would be provided in Phase I.

In the second phase (beginning in April of 2020 and completed by the end of April 2024), a 39-story, approximately 424-foot tall tower would be constructed on the northern portion of the Development Site (lots 41 and 46). The phase II tower would have a six-story street wall for approximately 217 feet, three-inches along Franklin Avenue and approximately 195 feet along Montgomery Street. The building would be set back 15 feet from Franklin Avenue and Montgomery Street before rising up to 17 stories. There would be another setback of 95 feet on the Franklin Avenue frontage and 22 feet on the Montgomery Street frontage before rising to 31 stories. The building would then step back another 15 feet from Franklin Avenue and another 70 feet before rising to 39 stories. The second phase of the Proposed Development would comprise approximately 663,662 with approximately 768 dwelling units (approximately 384 affordable dwelling units), 11,542 gsf of local retail uses, and approximately 9,678 gsf of community facility space. Approximately 67 parking spaces would be provided in Phase II.

**Possible Effects of the Proposed Actions**

**Table 3** below provides a comparison of the No-Action and With-Action scenarios identified for analysis purposes of the Proposed Development. As shown, the incremental (net) change that would result from the Proposed Development is the addition of 1,061 affordable dwelling units (848,418 gsf), 21,183 gsf of local retail uses, 9,678 gsf of community facility uses, and a net decrease of approximately 79 accessory parking spaces. Based on 2010 census data, Brooklyn Community District 9 has an average of 2.62 persons per household. Using this ratio, and other standard ratios for estimating employment, **Table 3** provides an estimate of the number of residents and workers generated by the Proposed Development.

The AMI breakdown for each building has not been determined at this time.

**TABLE 3  
Comparison of No-Action and With-Action Development Scenarios**

Use	No-Action Scenario	With-Action Scenario	Increment
Residential			
Market-Rate Dwelling Units	518 (~414,607 gsf)	789 (~631,519.5 gsf)	<b>+271 (216,912.5 gsf)</b>
Affordable Dwelling Units	0	789 (~631,519.5 gsf)	<b>+789 (~631,519.5 gsf)</b>
<b>TOTAL</b>	<b>518 (~414,607 gsf)</b>	<b>1,578 (1,263,039 gsf)</b>	<b>1,060 (848,432 gsf)</b>
Local Retail	--	21,183 gsf	<b>+21,183 gsf</b>
Community Facility	--	9,678 gsf	<b>+9,678 gsf</b>
Parking	259 spaces (~90,650 gsf)	180 spaces (75,414 gsf)	<b>-79 spaces (-15,236 gsf)</b>
<b>Population/Employment<sup>1</sup></b>	<b>No-Action Scenario</b>	<b>With-Action Scenario</b>	<b>Increment</b>
Residents	1,358	4,134	<b>+2,776</b>
Workers	26	160	<b>+134</b>

**Notes:**

<sup>1</sup> Assumes 2.62 persons per DU (based on 2010 U.S. Census data for Brooklyn Community District 9). Estimate of workers is based on standard rates and are as follows: 1 worker per 25 dwelling units; 3 workers per 1,000 sf retail space; 3 workers per 1,000 sf community facility space; and 1 worker per 50 parking spaces.



## **E. PROPOSED SCOPE OF WORK FOR THE DEIS**

As the Proposed Actions would affect various areas of environmental concern and was found to have the potential for significant adverse impacts in a number of impact categories, pursuant to the EAS and Positive Declaration, a DEIS will be prepared for the Proposed Development that will analyze all technical areas of concern.

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

The DEIS, following the guidance of the 2014 *CEQR Technical Manual*, will include:

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

Based on the preliminary screening assessments as outlined in the 2014 *CEQR Technical Manual* and detailed in the EAS for the Proposed Actions, with the exception of historic resources, natural resources and solid waste and sanitation services, all of the CEQR technical areas warrant detailed assessment and would therefore be included in the DEIS. The specific technical areas to be included in the DEIS, as well as their respective tasks and methodologies, are described below.

### **TASK 1. PROJECT DESCRIPTION**

The first chapter of the DEIS introduces the reader to the discretionary actions required to facilitate the Proposed Project, and sets the context in which to assess impacts. This chapter contains a description of the Proposed Actions, Proposed Project, Project Area (including background and/or history); a statement of the purpose and need for the Proposed Actions; key planning considerations that have shaped the current proposal; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. In addition, the Project Description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDs for analysis in the EIS.

This chapter provides a baseline for understanding the Proposed Project and its potential for impacts, and gives the public and decision-makers a base from which to evaluate the Proposed Project against the future condition absent the project. The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Borough President's office, the CPC, and the

New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described.

## **TASK 2. LAND USE, ZONING, AND PUBLIC POLICY**

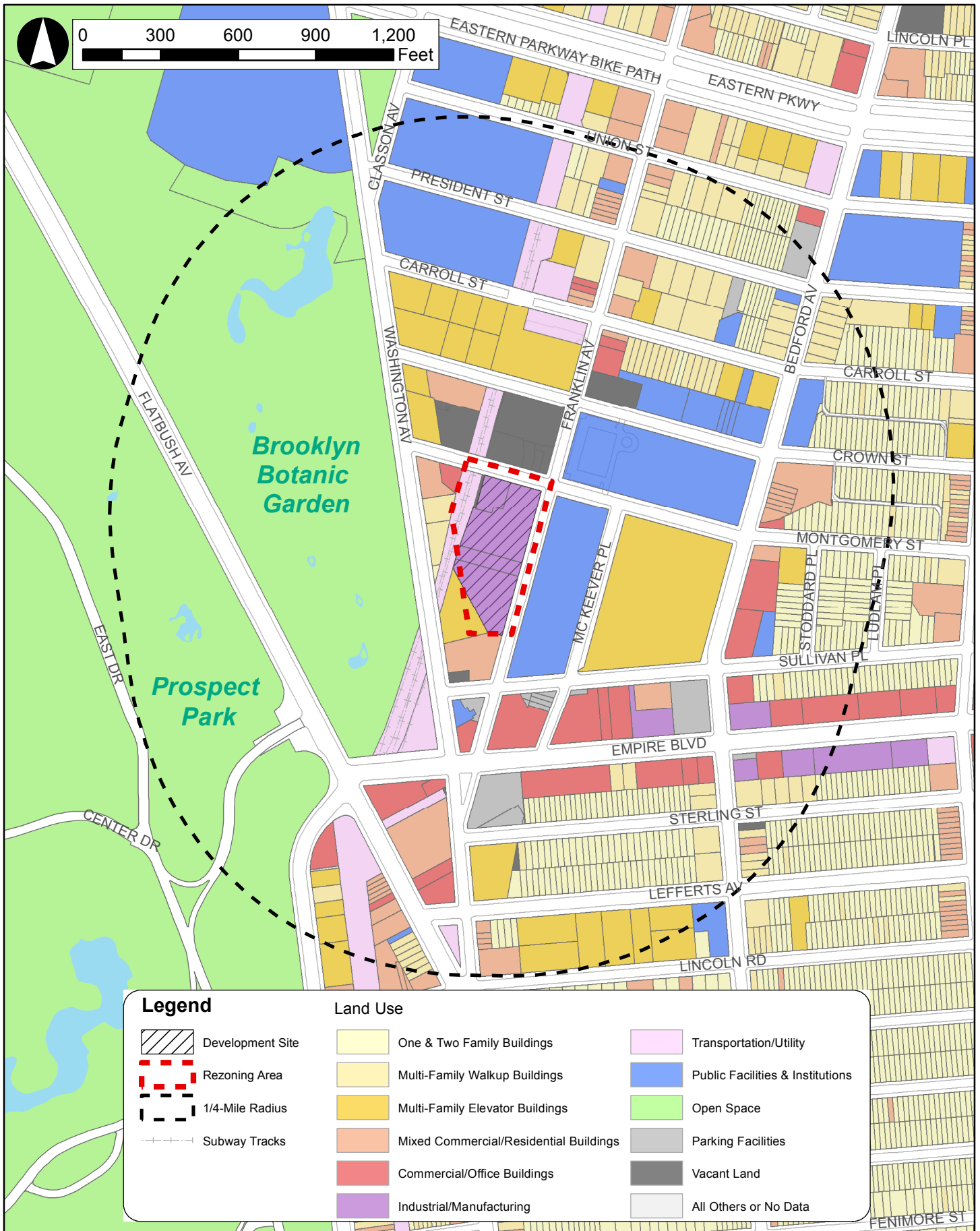
Under CEQR, a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project, describes the public policies that guide development in the area, and determines whether a proposed project is compatible with those conditions and consistent with these policies. In addition to considering the Proposed Action's effects in terms of land use compatibility and trends in zoning and public policy, this chapter will also provide a baseline for other analyses.

The primary land use study area will consist of the Project Area, where the potential effects of the Proposed Actions would be directly experienced (reflecting the proposed rezoning). The secondary land use study area would include the neighboring areas within a 0.25-mile radius from the Development Site, as shown in **Figure 6**, which could experience indirect impacts. The analysis will include the following subtasks:

- Provide a brief development history of the Project Area and surrounding (secondary) study area.
- Provide a description of land use, zoning, and public policy in the study areas discussed above. Recent trends in the proposed rezoning area will be noted. Other public policies that apply to the study areas will also be described, including Housing New York, and the City's sustainability/PlaNYC/OneNYC policies.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2024 analysis year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions without the Proposed Actions (No-Action condition).
- Describe the Proposed Actions, including the requested special permit to reduce the amount of required parking, and provide an assessment of the impacts of the Proposed Project on land use and land use trends, zoning, and public policy. Consider the effects of the Proposed Project related to issues of compatibility with surrounding land use, consistency with public policy initiatives, and the effect on development trends and conditions in the area.

## **TASK 3. SOCIOECONOMIC CONDITIONS**

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Project's potential effects on the socioeconomic character of the study area.



The socioeconomic study area boundaries are dependent on the size and characteristics of the Proposed Project, pursuant to Section 310 of Chapter 5 of the 2014 *CEQR Technical Manual*. A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. The Proposed Project is expected to generate 1,578 dwelling units, with an anticipated net increase of up to 1,060 residential units. For projects or actions that result in an increase in population, the scale of the relative change is typically represented as a percent increase in population (i.e., a project that would result in a relatively large increase in population may be expected to affect a larger study area). Therefore, if the Proposed Project would increase the population by five percent compared to the expected No-Action population in a quarter-mile (0.25-mile) study area, the socioeconomic study area would be expanded to a half-mile (0.5-mile) radius, consistent with the *CEQR Technical Manual*.

The six principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement due to increased rent; (5) indirect business displacement due to retail market saturation; and (6) adverse effects on specific industries. As detailed below, the Proposed Project warrants an assessment of socioeconomic conditions with respect to indirect residential displacement. Direct displacement of fewer than 500 residents or of fewer than 100 employees would not typically be expected to alter the socioeconomic characteristics of a neighborhood, according to the *CEQR Technical Manual*. The Proposed Project would not exceed the *CEQR Technical Manual* analysis thresholds of 500 displaced residents or 100 displaced employees, and therefore, are not expected to result in significant adverse impacts due to direct residential or business/institutional displacement as Golombeck is selling the property and leaving their current facility by the end of 2019 irrespective of the Proposed Project. Furthermore, the remainder of the Development Site is vacant and does not support any active uses.

Per *CEQR Technical Manual* guidelines, projects resulting in less than 200,000 sf of commercial development would typically not result in significant socioeconomic impacts. The Proposed Project would result in fewer than 200,000 sf of commercial floor area and therefore, an assessment of potential indirect business displacement is not warranted. In addition, the Proposed Project does not require changes such as a citywide regulatory change that would adversely affect the economic and operational conditions of certain types of business or processes such that socioeconomic conditions would be affected in the neighborhood. Furthermore, non-residential uses in the Proposed Project include approximately 21,183 gsf of retail space and approximately 9,678 gsf of community facility space, which is intended to serve a local demand that is unmet. Therefore, based on the type of non-residential uses included in the Proposed Project, no potential significant adverse impacts on specific industries would be anticipated and no further analysis is warranted.

The Proposed Project would result in a net increase of more than 200 new residential units, which is the *CEQR Technical Manual* threshold for assessing the potential indirect residential effects of a project. Therefore, an assessment of indirect residential displacement will be provided in the EIS. The assessment of indirect residential displacement will begin with a preliminary assessment to determine whether a detailed analysis is necessary. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the Future No-Action and With-Action conditions in 2024, including any population changes anticipated to take place by the analysis year of the Proposed Project.

## Indirect Residential Displacement

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed project. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the *CEQR Technical Manual* seeks to answer a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or the introduction of costlier housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD) database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following the step-by-step evaluation:

- Step 1: Determine if the Proposed Project would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Project's population is large enough to affect real estate market conditions in the study area. The *CEQR Technical Manual* defines "large enough" as a population increase of greater than five percent in the study area as a whole, or within any identified subareas. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Project on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from a proposed project. The Proposed Project would result in the development of an incremental 1,060 residential units on the Development Site, including 789 affordable units, of which 473 would accommodate households earning up to 80 percent of AMI.

According to Table 6-1 of the *CEQR Technical Manual*, this level of development in Brooklyn would trigger a detailed analysis of elementary and intermediate schools, libraries, and child care centers.

The *CEQR Technical Manual* recommends conducting a detailed analysis of public high schools if a proposed action would generate 150 or more high school students. Based on the RWCDs net increment of 1,060 residential units as compared to No-Action conditions, and the CEQR student generation rate of 0.14 high school students per unit in Brooklyn, the Proposed Project would generate approximately 148 high school students. As such, a detailed analysis of the Proposed Project's effects on high schools is not warranted.

Additionally, according to the *CEQR Technical Manual*, a detailed analysis of police and fire protection services and health care facilities is required if a proposed action 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 Project 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 warranted.

## **Public Schools**

Per the 2014 CEQR Technical Manual, in Brooklyn, an analysis of public elementary and intermediate schools is warranted when a project introduces more than 121 incremental residential units (that is, units assumed to be inhabited by families with school-aged children, or pupils). Public high school analyses are warranted when a larger increment – 1,068 residential units – is anticipated. These thresholds are informed by Projected Public School Ratios – residential multipliers indicating how many pupils may be generated by new housing.

Recently, new Projected Public School Ratios data was released by the NYC School Construction Authority (SCA) as part of the documents used in drafting the NYC Department of Education (DOE)/SCA FY2020-2024 Capital Plan Proposed November 2018. It utilizes the 2012-2016 American Community Survey – Public Use Microdata Sample and is available at SCA's website under Capital Plan Reports and Data. According to this data, multipliers for Primary and Intermediate Schools have been refined to reflect how many pupils are generated by new housing at the school district level (multipliers for high schools have been maintained at the borough level). As a result, the thresholds for determining when public schools analyses are necessary have changed. For elementary and intermediate schools, in school district 17 in Brooklyn if a project is anticipated to introduce more than 152 incremental residential units, an analysis is warranted. For high schools in Brooklyn the new threshold is 1,767 incremental residential units. The 2014 *CEQR Technical Manual* has not been updated to reflect these new thresholds. However, DCP as lead agency, in consultation with the Mayor's Office of Environmental Coordination (MOEC) has determined that the 2012-2016 American Community Survey – Public Use Microdata Sample data should be utilized as the basis for determining the need for a public schools CEQR analysis, in order to present a reasonable and accurate environmental assessment.

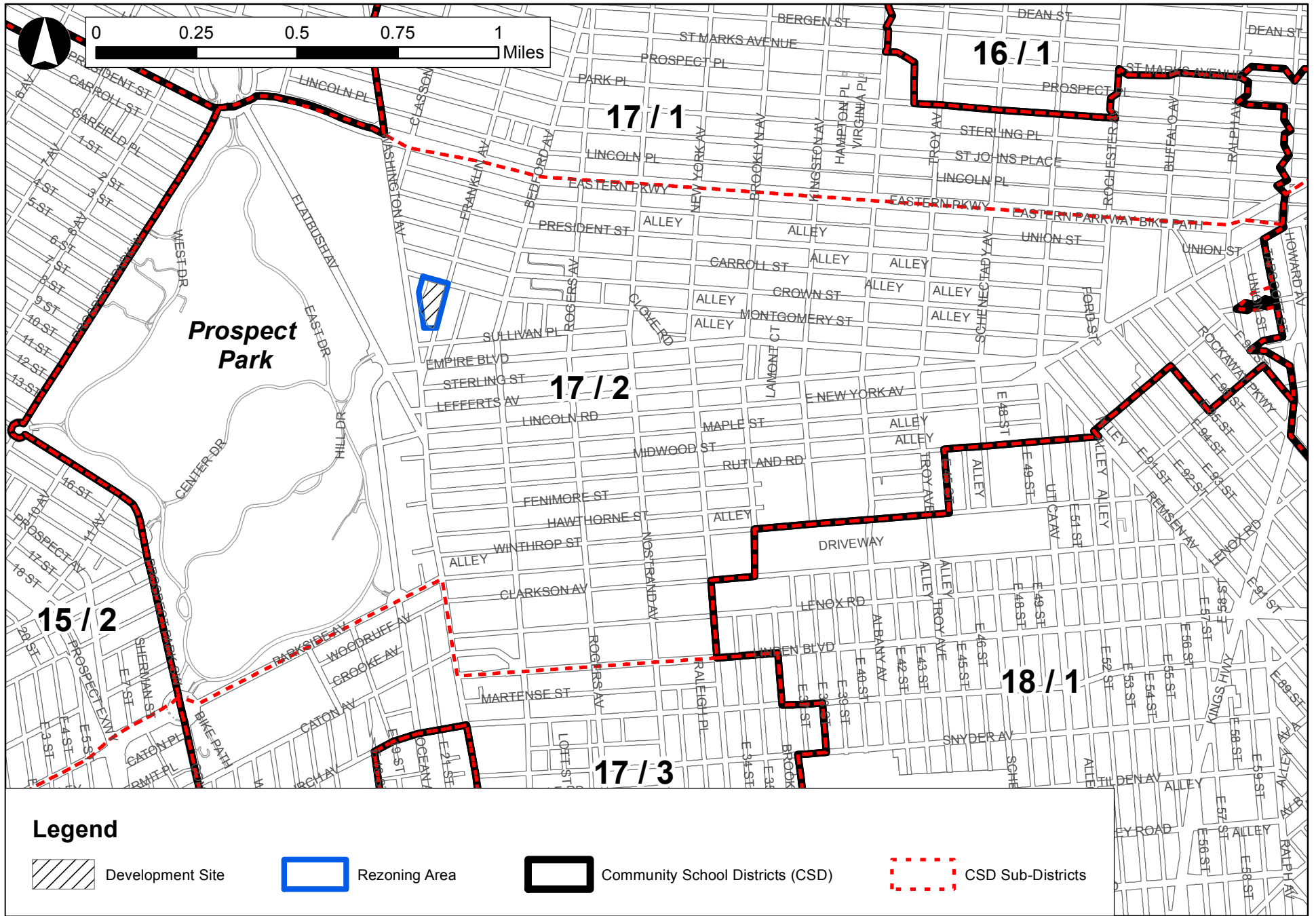
The proposed development would introduce a total incremental increase of 1,060 residential units. In light of the newly Projected Public School Ratios, the 1,060 incremental residential units would exceed the threshold for elementary and intermediate school analysis. Therefore, a detailed analysis of elementary and intermediate schools will be provided. The incremental residential units fall below the thresholds that trigger high school analysis. Therefore, the proposed project does not warrant an analysis of indirect effects on public school capacity related to high schools.

The school analysis will be conducted pursuant to the following methodology:

- The primary study area for the analysis of elementary and intermediate schools should be the “sub-district” of the school district in which the project is located, pursuant to CEQR guidelines. As the Development Site is located wholly within Community School District (CSD) 17, Sub-district 2, the elementary and intermediate school analyses will be conducted for schools in that sub-district (refer to **Figure 7a**).
- Public elementary and intermediate schools serving CSD 17, Sub-district 2 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity.
- Conditions that would exist in the No-Action condition for the sub-district will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-district, using the SCA’s *Projected New Housing Starts*. Plans to alter school capacity, either through administrative actions on the part of the DOE or as a result of the construction of new school space prior to the 2024 analysis year, will also be identified or incorporated into the analyses. Planned new capacity projects from the DOE’s Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion.
- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated by the Proposed Project to the projections for the future No-Action condition. Impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the sub-district level for elementary and intermediate schools) for enrollment, capacity, and utilization in 2024.
- A determination of whether the Proposed Project would result in significant adverse impacts to elementary and/or intermediate schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Project would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate between the No-Action and With-Action conditions, pursuant to CEQR.
- If impacts are identified, mitigation will be developed in consultation with SCA and DOE.

## **Libraries**

- Identify the local public library branch(es) serving the area within approximately three-quarters of a mile from the Development Site, which is the distance that one might be expected to travel for such services. Show the identified local public library branch(es) within a 0.75-mile radius on a map.
- Describe existing libraries within the study area and their respective information services and user population. Information regarding services provided by branch(es) within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.





- For No-Action conditions, projections of population change in the area and information on any planned changes in library services or facilities will be described and the effects of these changes on library services will be assessed. Using the information gathered for the existing conditions, holdings per resident in the No-Action condition will be estimated.
- Determine the effects of the addition of the population resulting from the Proposed Project on the study area libraries' ability to provide information services to their users. Holdings per resident in the With-Action condition will be estimated and compared to the No-Action holdings estimate.
- Determine whether the Proposed Project would result in a significant adverse impact. According to the *CEQR Technical Manual*, if the Proposed Project would increase the 0.75-mile study area population by five percent or more over No-Action levels, and it is determined, in consultation with the appropriate library agency, that this increase would impair the delivery of library services in the study area, a significant impact may occur, warranting consideration of mitigation.

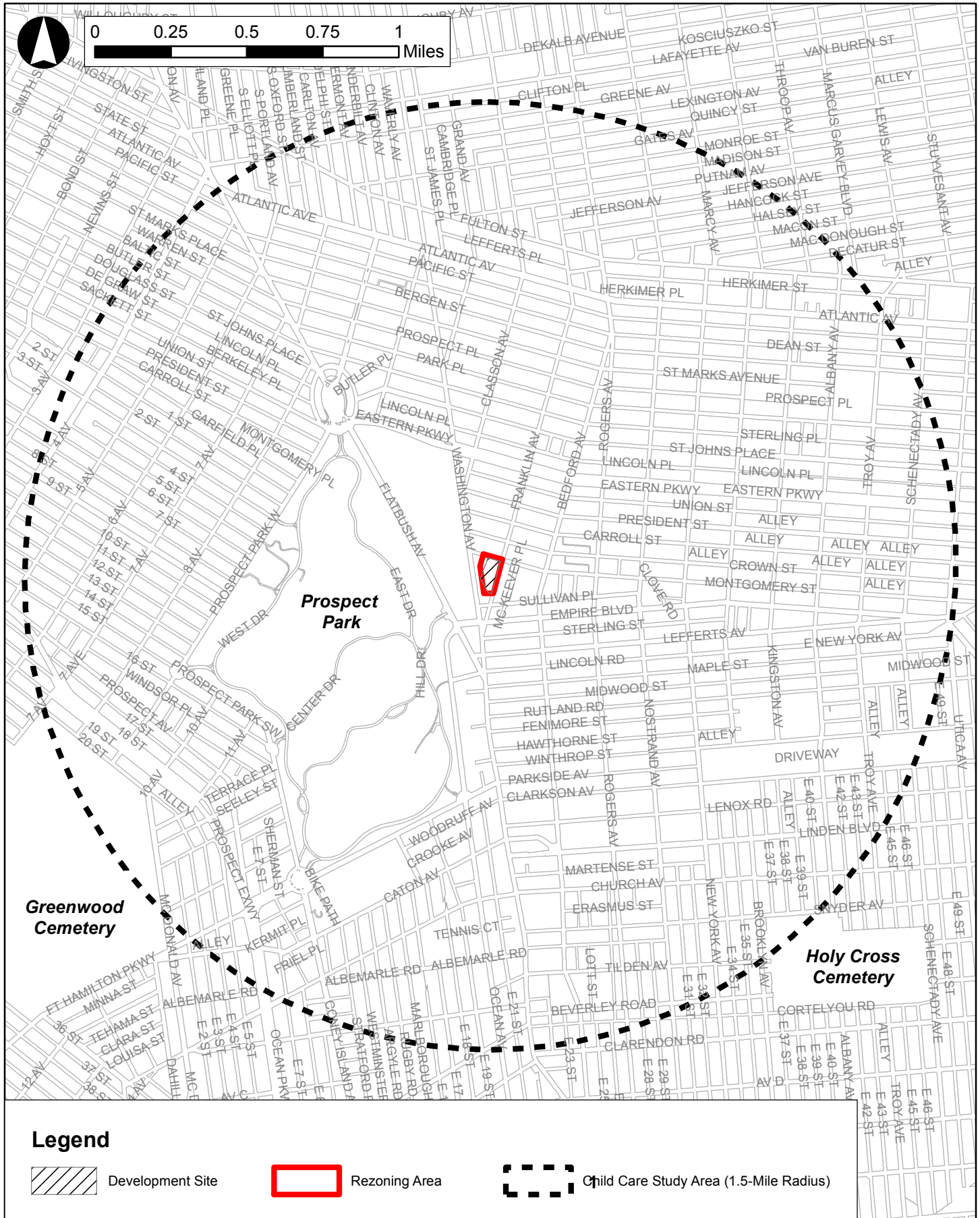
### Child Care Centers

- Existing publicly funded child care centers in Brooklyn within approximately 1.5 miles of the Development Site (refer to **Figure 7b**) will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the Administration for Children's Services (ACS).
- For No-Action conditions, information will be obtained for any changes planned for child care programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations will be discussed as potential additional demand, and the potential effect of any population increases on demand for child care services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition.
- The potential effects of the additional eligible children resulting from the Proposed Project will be assessed by comparing the estimated net demand over capacity in the With-Action condition to a net demand over capacity in the No-Action analysis.
- A determination of whether the Proposed Project would result in significant adverse impacts to child care centers will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Project would result in both of the following: (1) a collective utilization rate of the group child care centers in the study area that is greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate of child care centers in the study area between the No-Action and With-Action conditions, in accordance with the *CEQR Technical Manual*.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

### TASK 5. OPEN SPACE

If a project may add population to an area, demand for existing open space facilities would typically increase. Indirect effects may occur when the population generated by the Proposed Project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. For the majority of projects, an assessment is conducted if the Proposed Project would generate more



than 200 residents or 500 employees, or a similar number of other uses. However, the need for an open space assessment may vary in certain areas of the City that are considered either underserved or well-served by open space; if a project is located in an underserved area, an open space assessment should be conducted if that project would generate more than 50 residents or 125 workers; if a project is located in a well-served area, an open space assessment should be conducted if it would generate more than 350 residents or 750 employees.

It is anticipated that the Proposed Project would introduce approximately 4,134 total new residents and approximately 159 total new employees to the area, with an incremental increase over future No-Action conditions expected to be approximately 2,776 residents and approximately 133 employees.

The Proposed Project would not have any direct effect on open space, as there are no publicly accessible open spaces on the lots comprising the Development Site proposed for development. Therefore, an analysis of direct impacts on existing open space in the area is not warranted; however, based on other chapters of the EIS, this chapter will summarize the findings of potential direct effects related to shadows, noise, and construction. With respect to potential indirect impacts, the Proposed Project, which is located within a well-served area is not expected to result in an incremental increase of 750 or more employees compared to No-Action conditions (as stated above, 133 new employees would be introduced to the area as compared to No-Action conditions); therefore, an assessment of the potential for indirect effects on open space due to an increased worker population is not warranted. However, the incremental increase in the residential population resulting from the Proposed Project would exceed the 350-resident CEQR threshold requiring a detailed residential open space analysis as approximately 2,776 incremental residents would be introduced to the study area. Therefore, a detailed open space analysis is warranted for the residential population only, which would be included in the EIS pursuant to the following sub-tasks.

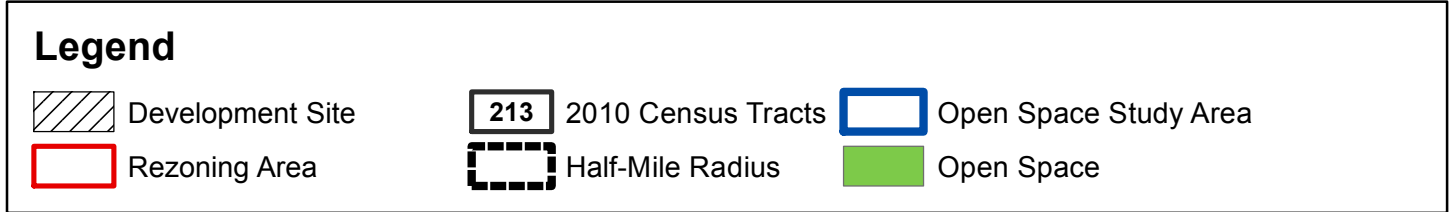
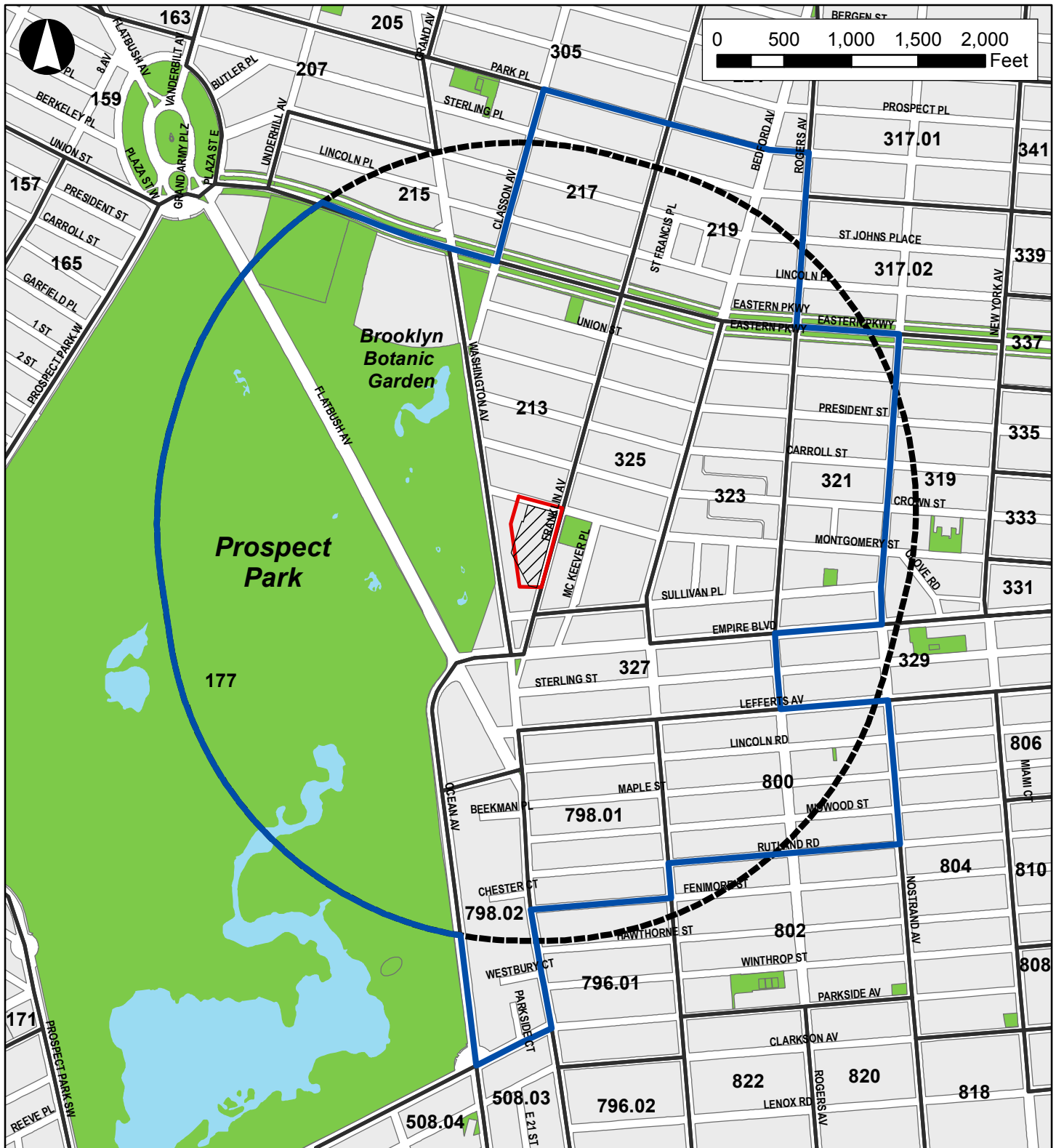
The open space analysis will consider both passive and active open space resources within a residential (0.5-mile radius) study area. As shown in **Figure 8**, the study area will generally comprise those census tracts that have 50 percent or more of their area located within the 0.5-mile radius of the Development Site, as recommended in the *CEQR Technical Manual*.<sup>1</sup>

The detailed open space analysis in the DEIS will include the following subtasks:

- Characteristics of the residential users will be determined. To determine the number of residents in the study area, 2010 U.S. Census data will be compiled for census tracts comprising the residential open space study area. As the study area may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study area will also be calculated, based on reverse journey-to-work census data and other available information.
- Existing passive and active open spaces within the 0.5-mile open space study area will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Acreages of these facilities will be determined and the total study area acreages will be calculated. The percentage of passive and active open space will also be calculated.
- Based on the inventory of facilities and study area populations, total, passive, and active open space ratios will be calculated for the residential population and compared to City guidelines to assess

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<sup>1</sup> 0.5-mile radius adjusted to be coterminous with the boundaries of census tracts and census blocks with existing populations that have 50 percent of their area within the radius; the 0.5-mile radius was not adjusted to be coterminous with census tracts with negligible existing populations (e.g., census tracts entirely comprised of open space).



adequacy. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population.

- Expected changes in future levels of open space supply and demand in the 2024 analysis year will be assessed, based on other planned development projects within the open space study area. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for future No-Action conditions and compared with exiting ratios to determine changes in future levels of adequacy.
- Effects on open space supply and demand resulting from increased residential population associated with the Proposed Project will be assessed. Any new public accessory open space facilities included in the Proposed Project would also be taken into account. The assessment of the Proposed Project's impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Project constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study areas are sufficiently served by open space, given the type (active or passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## **TASK 6. SHADOWS**

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight sensitive publicly accessible resources or other resources of concern, such as open space, historic resources, and natural resources, and to assess the significance of their impact. This chapter will examine the Proposed Project's potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The Proposed Project would result in the construction of two new 39-story buildings in the vicinity of sunlight-sensitive resources, including Jackie Robinson Playground to the east and the Brooklyn Botanic Garden and Prospect Park to the west. Therefore, a shadows assessment is warranted to determine the extent, duration, and effects of any potential incremental new shadows on any sunlight-sensitive resources in the vicinity of the Development Site. The shadows assessment will follow the methodology described in the *CEQR Technical Manual*, and will include the following:

- A preliminary shadows screening assessment will be prepared to ascertain whether shadows from the Proposed Project may potentially reach any sunlight-sensitive resources at any time of year. As a LSGD special permit is being requested, a maximum building envelope will be evaluated within which the Proposed Project would be built.
  - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the Proposed Project, which is defined as 4.3 times the height of a structure (the longest shadow

that would occur on December 21, the winter solstice), pursuant to the *CEQR Technical Manual*. A base map that illustrates the location of the Proposed Project in relation to the sunlight-sensitive resources will be developed.

- A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the Proposed Project due to the path of the sun across the sky, which in New York City is the area that lies between -108 and +108 degrees from true north.
- If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the Proposed Project, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the Proposed Project can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the Proposed Project, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Project.
- If the screening analysis does not rule out the possibility that project-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces and/or sunlight-sensitive historic resources resulting from project will be provided in the DEIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared to the future condition resulting from the Proposed Project (With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the Proposed Project. The detailed analysis will include the following tasks:
  - The analysis will be documented with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the Proposed Project, with incremental shadow highlighted in a contrasting color.
  - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
  - The significance of any shadow impacts on sunlight-sensitive resources will be assessed based on CEQR criteria.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## **TASK 7. HISTORIC AND CULTURAL RESOURCES**

Historic and cultural resources include both architectural and archaeological resources. Such resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance in the *CEQR Technical Manual*. Impacts on historic resources are considered on the affected site and in the surrounding area. The historic resources study area is therefore defined as the directly affected area (i.e., the project site), plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. Archaeological resources are considered only for the project site, where new in-ground disturbance would occur compared to No-Action conditions. This is discussed in more detail below.

## Archaeological Resources

As the project site has previously been disturbed, there will be consultation with LPC and SHPO to see if any further evaluation of archaeological resources is needed. If LPC and/or SHPO identify the project site as archaeologically sensitive, a Phase 1A Archaeological Documentary Report would be prepared for the project site. The Phase 1A would include an evaluation of archaeological resources on the development site, documentation of site history, its development and use, and the potential to host significant archaeological resources. The DEIS would summarize the results of the Phase 1A report, if required.

If the project site is identified as having archaeological potential in the Phase 1A report and LPC and SHPO concur, the effect of the Proposed Project on those resources would be evaluated to determine if a significant adverse impact would result due to the Proposed Project. If it is found that a significant adverse impact to archaeological resources would occur, LPC and SHPO would be consulted on what, if any, mitigation measures may be available to address those impacts.

## Architectural Resources

Impacts to historic resources may result from both temporary (e.g., related to construction process) and permanent (e.g., related to long-term or permanent result of the Proposed Project or construction project) activities. As part of the architectural resources assessment, known and eligible architectural resources within 400 feet of the project site will be identified in consultation with the LPC and SHPO. Identified resources will be mapped and described. If known and/or eligible architectural resources are identified in the study area, probable impacts of the Proposed Project on architectural resources will be assessed. The assessment will address the following: (a) would there be a physical change to the property; or (b) would there be a physical change to its setting, such as context or visual prominence (“indirect impacts”), and, if so, is the change likely to alter or eliminate the significant characteristics of the resource that make it important. Additionally, the EIS will determine if the Proposed Project will result in the introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or on an historic structure if the features that make the structure significant depend on sunlight. For example, stained glass windows that cannot be seen without sunlight, or buildings containing design elements that are part of a recognized architectural style that depends on the contrast between light and dark design elements, such as deep window reveals and prominent rustication. This task will be coordinated with Task 6, “Shadows.” If significant adverse impacts to architectural resources are identified, mitigation measures would be developed in consultation with LPC and SHPO.

## **TASK 8. URBAN DESIGN AND VISUAL RESOURCES**

Urban design is the totality of components that may affect a pedestrian’s experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate. As the Proposed Project would rezone the Development Site to allow higher density, a preliminary assessment of urban design and visual resources will be provided in the EIS.

The urban design study area will be the same as that used for the land use analysis (delineated by a 0.25-mile radius from the Project Area boundary). For visual resources, the view corridors within the study area

from which such resources are publicly viewable will be identified. The preliminary assessment will consist of the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, "Land Use," the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described.
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Project will be described. For the Development Site, the analysis will focus on the Proposed Project's massing, as well as elements such as streetwall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including views of/to resources of visual or historic significance and a three-dimensional representation of the future With-Action condition streetscape.

A detailed analysis will be prepared based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline, as described in the *CEQR Technical Manual*. The detailed analysis would describe the Development Site and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the Proposed Project condition, in comparison to the future without the Proposed Project condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## **TASK 9. HAZARDOUS MATERIALS**

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposure; b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or c) the project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials chapter will examine the potential for significant hazardous materials impacts from the Proposed Project. The EIS will include a discussion of the site's history and current environmental conditions. A Phase I Environmental Site Assessment (ESA) for the Development Site will be prepared that will include the review of historic Sanborn maps, regulatory databases, and a site reconnaissance. The results of the Phase I ESA, as well as any previous relevant Phase II Subsurface Site Investigations will be summarized in the hazardous materials chapter. If needed, additional hazardous materials studies (e.g., Phase II Subsurface Site Investigation) will also be performed. The chapter will include a discussion of the Proposed Project's potential to result in significant adverse hazardous materials impacts and, if necessary,



will include a description of any additional further testing, remediation, or other measures that would be necessary to avoid impacts.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## **TASK 10. WATER AND SEWER INFRASTRUCTURE**

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater. As described in the EAS for the Proposed Actions, an analysis of the City's water supply is not warranted as the Proposed Project would not result in a demand of more than one million gallons per day (gpd) and the Development Site is not located in an area that experiences low water pressure. However, water demand estimates will be provided in the EIS to inform the wastewater and stormwater conveyance and treatment analysis.

The threshold of preliminary wastewater and stormwater analysis for projects in Brooklyn with combined sewers is 400 dwelling units or 150,000 sf of commercial space or more. As the Proposed Project would include up to 1,578 dwelling units, with an incremental increase of approximately 1,060 dwelling units, an assessment of wastewater and stormwater conveyance systems is required. The water and sewer infrastructure analysis will consider the potential for significant adverse impacts resulting from the Proposed Project. The New York City Department of Environmental Coordination (DEP) will be consulted in preparation of this assessment.

### **Water Supply**

- The existing water distribution system serving the Development Site will be described based on information obtained from DEP's Bureau of Water Supply and Wastewater Collection.
- Water demand generated by the Development Site under existing conditions and No-Action and With-Action conditions will be projected.
- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand on the Development Site in the With-Action condition and the demand in the No-Action condition.

### **Wastewater and Stormwater Infrastructure**

- The appropriate study area for the assessment will be established in accordance with the guidelines of the *CEQR Technical Manual* and in consultation with DEP. The Proposed Project's directly affected area is primarily located within the service area of the Owls Head Wastewater Treatment Plant (WWTP).
- The existing stormwater drainage system and surfaces (pervious or impervious) on the Development Site will be described, and the amount of stormwater generated on the site will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the Development Site will be described based on records obtained from DEP. The existing flows to the Owls Head WWTP, which serves the directly affected area, will be

obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented.

- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Project will be described, as warranted.
- Future stormwater generation from the Proposed Project will be assessed to determine the Proposed Project's potential to result in impacts. Changes to the Development Site's surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the site will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the Development Site will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the Owls Head WWTP.

A more detailed assessment may be required if increased sanitary or stormwater discharges from the Proposed Project are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and in coordination with DEP and DCP.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## **TASK 11. SOLID WASTE AND SANITATION**

A solid waste assessment determines whether 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 New York City 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 (50 tons per week or more) and, therefore, most projects would not result in a significant adverse impact. However, the *CEQR Technical Manual* recommends that the solid waste and service demand (if relevant) generated by a project be disclosed, based on an estimate using Table 14-1 of the *CEQR Technical Manual*. An unusually large project or a project involving a use with unusual waste generation characteristics may increase a component of the City's waste stream beyond the projections for that component in the SWMP. In these cases, further analysis should be conducted.

Wastes with special characteristics, such as regulated medical wastes, are subject to specific handling and disposal regulations. Compliance with applicable requirements generally eliminates possible significant adverse impacts.

### **Preliminary Capacity Analysis**

The capacity of the City's solid waste management system generally consists of carting capacity and transfer/disposal capacity. The SWMP estimates that approximately 50,000 tons per day (tpd) of public and private sector solid wastes (exclusive of dredge spoils and biosolids) are generated in the City. As of 2009, there is authorized processing capacity within the City of approximately 20,697 tpd for putrescible solid waste and 23,970 tpd for mixed construction and demolition debris, and storage capacity of approximately 784,312 cubic yards for fill material. Additionally, there is waste transfer processing and

disposal capacity outside the City, but within the metropolitan region. Sufficient capacity is required to meet demand on peak days, as the waste flow quantity fluctuates by day of the week, season, and economic cycle. While there is currently excess non-putrescible waste transfer capacity in the City, there is not sufficient capacity at the permitted putrescible transfer stations to handle peak days for the combined DSNY-managed and commercial carter-managed putrescible waste streams. There is, however, sufficient capacity within the region, together with in-City capacity, to accommodate the transfer of all City-origin refuse.

If a project's generation of solid waste in the With-Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment, and further analysis generally would not be required. However, it is recommended that the solid waste and service demand (if relevant) to be generated by a project be disclosed, using the Citywide average rates for waste generation (Table 14-1 of the *CEQR Technical Manual*) to make this determination. Any waste management features to be included in the project should also be disclosed.

*CEQR Technical Manual* guidance also indicates that if a project would result in the development of more than either 500 residential units or 100,000 square feet of commercial space, the anticipated volume of residential waste, and the proposed location and method of storage of refuse and recyclables prior to collection should be disclosed. In addition, if the use of compactors, dumpsters, and/or "roll on/roll off" refuse containers are proposed to avoid large piles of bags with refuse on the sidewalk or building perimeter awaiting collection, they should also be described. If refuse set out for collection would consist of large piles of bags with refuse and/or recyclables, the EIS should also describe the expected location, square footage, volume, and duration of such piles, and their effects upon traffic, pedestrians, public health, and community character.

Regardless of the amount of solid waste generated by a proposed project, a more detailed discussion is warranted if the project involves the construction, operation, or closing of any type of regulated solid waste management facility, DSNY district garage, or borough repair shop, or if it would involve a regulatory change to public or private waste collection, processing, recycling, or disposal activity. Such a project should be analyzed for its quantitative impact to the solid waste management system, as well as for its consistency with the goals and elements of the SWMP. The Proposed Development would not have any direct effects on any DSNY facilities or result in any regulatory changes to solid waste management.

As the Proposed Project would result in the development of more than 500 residential units, the proposed location and method of storage of refuse and recyclables prior to collection will be described in the EIS. In addition, the proposed use of compactors, dumpsters, and/or "roll on/roll off" refuse containers will be described in the EIS. Finally, if refuse set out for collection would consist of large piles of bags with refuse and/or recyclables, the EIS will describe the expected location, square footage, volume, and duration of such piles, and their effects upon traffic, pedestrians, public health, and community character.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## **TASK 12. ENERGY**

An EIS must include a discussion of the effects of a proposed project on the use and conservation of energy, if applicable and significant, in accordance with CEQR. In most cases, a project does not need a detailed energy assessment, but its operational energy is projected. A detailed energy assessment is

limited to projects that may significantly affect the transmission or generation of energy. For other projects, in lieu of a detailed assessment, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from a proposed project is disclosed, as recommended in the *CEQR Technical Manual*.

An analysis of the anticipated additional demand from the Proposed Project will be provided in the DEIS. The DEIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Project. The projected amount of energy consumption during long-term operation (for the Development Site) will be estimated based on the average and annual whole-building energy use rates for New York City (per Table 15-1 of the *CEQR Technical Manual*). If warranted, the Mayor's Office of Environmental Coordination (OEC) and/or the power utility serving the area (Con Edison of New York) will be consulted.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

### **TASK 13. TRANSPORTATION**

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on- and off-street parking, or goods movement. The proposed project is expected to result in new residential, local retail, and community facility uses, which would generate additional vehicular travel and demand for parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems.

#### **Travel Demand and Screening Assessment**

A detailed travel demand forecast was prepared for the Proposed Project using standard sources, including the *CEQR Technical Manual*, U.S. census data, previously-approved studies, and other references. The travel demand forecast (a Level 1 screening assessment) is summarized by peak hour, mode of travel, as well as person and vehicle trips. The travel demand forecast also identifies the number of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area's sidewalks, corner areas, and crosswalks. The results of this forecast have been summarized in a Transportation Planning Factors (TPF) and Travel Demand Forecast (TDF) technical memorandum. Detailed vehicle, pedestrian and transit trip assignments (a Level 2 screening assessment) were prepared based on the results of the Proposed Project's travel demand forecast to identify the intersections and pedestrian/transit elements selected for quantified analysis.

#### **Traffic**

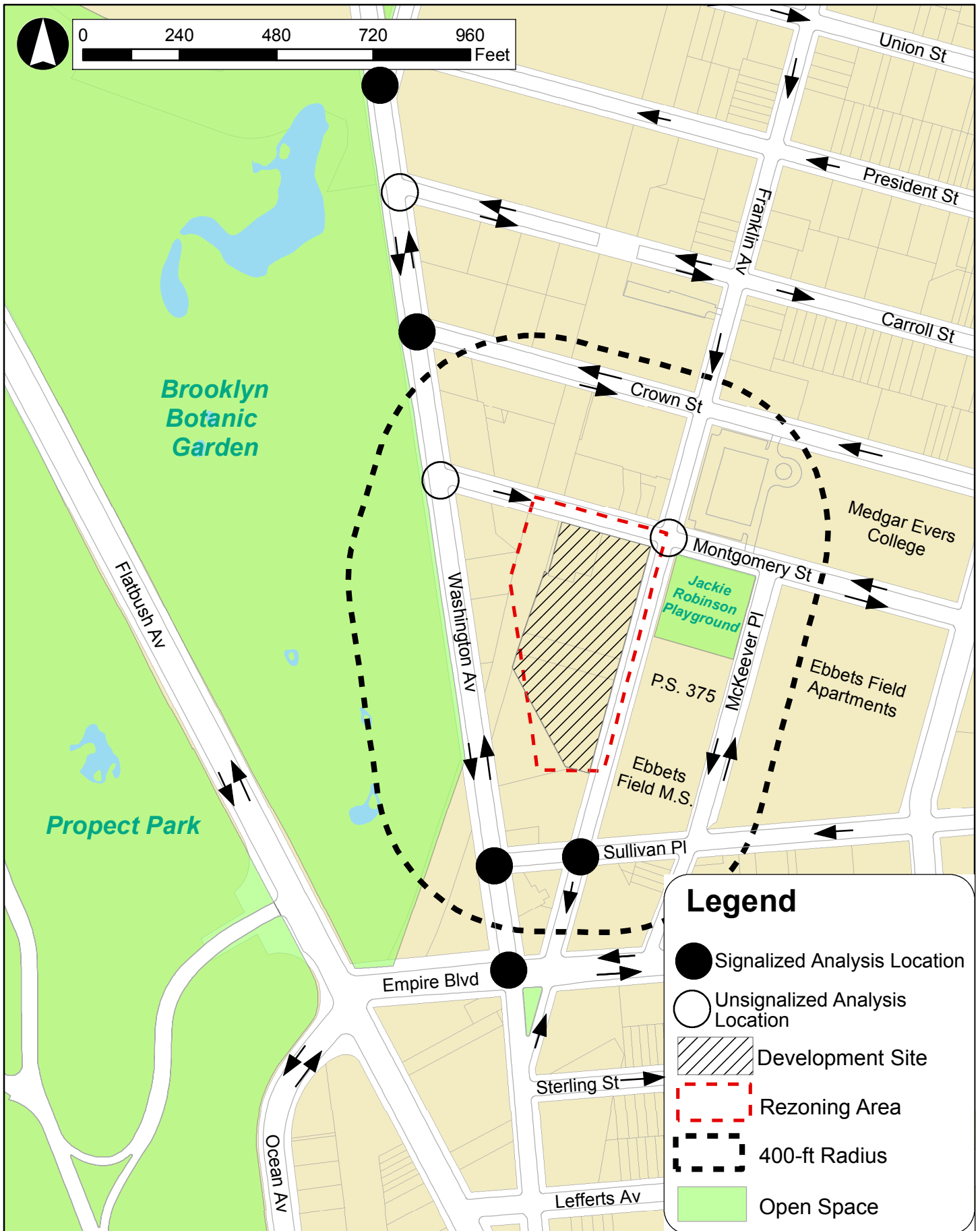
The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of project-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project-generated traffic and the *CEQR Technical Manual* analysis threshold of 50 additional vehicle trips per hour, or at known congested locations.

The Proposed Project would exceed the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the *CEQR Technical Manual*. Therefore, a travel demand forecast is required to determine if the Proposed Project would generate 50 or more vehicle trips in any peak hour. Based on a preliminary forecast, the Proposed Project is expected to generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday peak hour. Based on a preliminary vehicle trip assignment, it is anticipated that a detailed traffic analysis will be warranted at up to 8 intersections (see **Figure 9**). The analyzed intersections will include the following:

- Washington Avenue and Classon Avenue
- Washington Avenue and Carroll Street (un-signalized)
- Washington Avenue and Crown Street
- Washington Avenue and Montgomery Street (un-signalized)
- Washington Avenue and Sullivan Place
- Washington Avenue and Empire Boulevard
- Franklin Avenue and Montgomery Street (un-signalized)
- Franklin Avenue and Sullivan Place

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Project:

- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts (TMC). If needed, vehicle classification counts and travel time studies (speed runs) will be conducted to provide supporting data for air quality and noise analyses. TMC data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The TMC and vehicle classification counts will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as DOT and DCP.
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes, curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Highway Capacity Software (HCS).
- Based on available sources, U.S. Census data and standard references including the *CEQR Technical Manual*, estimate the demand from other major developments planned in the vicinity of the Development Site by the 2024 analysis year. This will include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant



studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives will be included in the future No-Action network, as applicable.

- Compute the future 2024 No-Action traffic volumes based on approved background traffic growth rates for the study area (0.5 percent per year for years one through five, 0.25 percent for year six) and demand from major development projects expected to be completed in the future without the Proposed Project. Incorporate any planned changes to the roadway system anticipated by 2024, and determine the No-Action v/c ratios, delays, and levels of services at analyzed intersections.
- Using Census data, standard references including the *CEQR Technical Manual*, and data from previous studies, develop a travel demand forecast for the Development Site based on the net change in uses compared to the No-Action condition. For each analyzed peak hour, determine the net change in vehicle trips expected to be generated by the Proposed Project as described in the TPF/TDF technical memorandum. Assign the net project-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2024 future with the Proposed Project condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.

## Transit

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

As noted above, based on preliminary travel demand forecasts provided in the TPF/TDF technical memorandum, the Proposed Project is expected to generate a net increase of more than 200 additional subway trips in one or more peak hours, and would therefore require detailed transit analyses based on *CEQR Technical Manual* criteria. The projected net increase in bus trips is not expected to exceed the *CEQR Technical Manual* analysis threshold of 50 or more bus trips per line and direction and would therefore not require a detailed analysis.

## Subway

There are three existing subway stations located in proximity to the Development Site that would potentially be utilized by project-generated trips: the Franklin Avenue station on the IRT Eastern Parkway Line (2, 3, 4, and 5 trains), the Botanic Garden station on the BMT Franklin Avenue Shuttle, and the Prospect Park station on the BMT Brighton Line (B and Q trains) and BMT Franklin Avenue Shuttle. Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the

subway and bus systems is usually highest. The detailed transit analyses will include the following subtasks:

- Identify for analysis those subway stations expected to be utilized by 200 or more project-generated trips in one or more peak hours. At each of these stations, analyze those stairways and entrance control elements expected to be used by significant concentrations of project-generated demand in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway station elements and determine existing v/c ratios and levels of service based on *CEQR Technical Manual* criteria.
- Determine volumes and conditions at analyzed subway station elements in the future without the Proposed Actions using approved background growth rates and accounting for any trips expected to be generated by any major projects in the vicinity of the study area.
- Add project-generated demand to the No-Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions.
- Identify potential significant adverse impacts at subway station stairways and fare control elements based on *CEQR Technical Manual* impact criteria.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and New York City Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

## **Pedestrians**

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. Based on the level of new pedestrian demand generated by the Proposed Project, it is anticipated that project-generated pedestrian trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold at several locations in one or more peak hours (refer to TPF technical memorandum). A detailed pedestrian analysis will therefore be prepared for the EIS focusing on selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips. Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by major projects in the vicinity of the study area, and project-generated demand. The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of project-generated pedestrian trips has been finalized. The analysis will evaluate the potential for incremental demand from the Proposed Project to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

## **Vehicular and Pedestrian Safety**

Data on traffic crashes involving pedestrians and/or cyclists at study area intersections will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified as high crash locations and whether vehicle and/or pedestrian



trips and any street network changes resulting from the Proposed Project would adversely affect vehicular and pedestrian safety in the area. If any high crash locations are identified, practicable measures to enhance pedestrian/bicycle safety at these locations will be explored to alleviate potential safety issues.

## **Parking**

As project-generated parking demand will not be fully accommodated at the Development Site, a detailed analysis of on-street and off-street parking conditions will be provided in the EIS. A detailed inventory of existing on-street and off-street parking would be conducted for the weekday midday period (when commercial parking demand typically peaks) and weekday overnight period (when residential parking demand typically peaks) to document existing supply and demand for each period. Parking utilization within 0.25-mile of the Development Site will be analyzed. If the initial on- and off-street parking assessment shows conditions at or near capacity, then a parking assessment would be conducted up to a 0.5-mile radius to determine if capacity is available to accommodate the projected demand. The parking analyses would document changes in the parking utilization in proximity to the Development Site under the No-Action and With-Action conditions based on accepted background growth rates and projected demand from No-Action and With-Action development on the Development Site and other major projects in the vicinity of the study area.

Parking demand generated by the projected residential component of the Proposed Project will be forecasted based on auto ownership data for the Development Site and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## **TASK 14. AIR QUALITY**

The vehicle trips generated by the Proposed Development would potentially exceed the *CEQR Technical Manual's* carbon monoxide (CO) screening threshold of 170 vehicles in a peak hour at one or more intersections and/or the particulate matter (PM) emission screening threshold discussed in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*. Therefore, a screening analysis for mobile sources will be performed. If any screening thresholds are exceeded, a detailed mobile source analysis would be required. The Proposed Project's parking facility will be analyzed to determine its effect on air quality. Potential impacts on surrounding uses from the heating and hot water systems that would serve the Proposed Project will also be assessed. The effect of heating and hot water systems associated with large or major emission sources in existing buildings on the Proposed Project will be analyzed.

### **Mobile Source Analysis**

A screening analysis for CO and PM will be prepared based on the traffic analysis and the above mentioned CEQR criteria. If screening levels are exceeded, a dispersion analysis would be required.

If warranted, a detailed mobile source analysis will be prepared in accordance with CEQR guidance, to evaluate the Proposed Actions for potential impacts from CO, and fine particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>), due to vehicular traffic anticipated to be generated by the Proposed Development. One worst-case intersection would be selected for detailed analysis for both CO and PM<sub>2.5</sub>, as described below:

### ***Emissions Modeling***

Vehicular cruise and idle CO and PM emission factors to be utilized in the dispersion modeling will be computed using EPA's Motor Vehicle Emission Simulator (MOVES). Each selected intersection will be divided into distinct links for emissions modeling purposes reflecting different types of vehicle activity in accordance with the recommendations of EPA's Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas. Project-specific traffic data obtained through field studies will be used, as well as county-specific hourly temperature, relative humidity, vehicle age distribution, fuels and inspection/maintenance program data obtained from the New York State Department of Environmental Conservation (NYSDEC).

In order to account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, PM<sub>2.5</sub> emission rates will include fugitive road dust. However, as DEP considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale PM<sub>2.5</sub> microscale analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA.

### ***Dispersion Modeling***

The CO mobile source analysis will be conducted using the US Environmental Protection Agency (EPA) CAL3QHC model Version 2.0. PM<sub>2.5</sub> analysis will be conducted using the refined CAL3QHCR model and five years of meteorological data. The PM<sub>2.5</sub> analysis will include estimating off-peak traffic volumes based on available 24-hour count data in the study area.

### ***Parking Garage Analysis***

The Proposed Project is expected to include 186-space accessory parking spaces in below-grade parking garages. The parking garage accumulation table from the transportation chapter will serve as the basis for analysis. Mobile source emission factors will be developed using the latest version of the EPA MOVES model (MOVES2014a). An analysis of CO and PM emissions from the garage will be performed using MOVES-generated emission factors and the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.

### ***Stationary Source Analysis***

#### ***HVAC Analysis***

The analysis of the HVAC systems of the Proposed Project will consider impacts following the screening procedures outlined in the *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as the potential for "project-on-project impacts." The nearest existing or planned building of a similar or greater height will be analyzed as the potential receptor. If the results fail the initial screening, a refined modeling analysis will be prepared using the latest EPA-approved version of the AERMOD model and five years of representative meteorological data. Emission rates will be developed based on the size of the Proposed Project and assumptions developed to represent boiler stack location(s). Concentrations of nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) will be determined at surrounding publicly-accessible locations. Receptors will be placed at publically accessible locations at ground level and at elevated locations on all facades at multiple elevations on

adjacent buildings (including the Proposed Project) to identify maximum pollutant concentrations and concentration increments per the guidance provided in the *CEQR Technical Manual*.

Projected potential values will be compared with the National Ambient Air Quality Standards (NAAQS) for NO<sub>2</sub>, SO<sub>2</sub>, and PM<sub>10</sub>, and the CEQR *de minimis* criteria for PM<sub>2.5</sub>. If required, an enforceable legal mechanism will be proposed to mandate fuel, system, operational, and/or exhaust stack restrictions that would be required to avoid any potential significant adverse air quality impacts.

### **Major Emission Source Analysis**

A review of existing land uses within 1,000 feet of the Project Area showed no major emission sources (i.e., Title V or State Facility permits). As no such emission sources are found, no Major Source Analysis is proposed.

### **Industrial Source Analyses**

Because the existing zoning already allows for sensitive (residential) uses on the Development Site on an as-of-right basis, no industrial source analysis is warranted. However, if it is determined that the increase in residential density resulting from the Proposed Actions would necessitate an Industrial Source Analysis, an analysis would be provided as follows:

- EPA, NYSDEC, and NYCDEP database searches and permit records will be reviewed to identify industrial sources within 400 feet of the proposed rezoning area.
- A field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify any additional sites that have sources of emissions that would warrant an analysis.
- Emission rates for industrial sources within the study area will be estimated based on air permit data. If industrial sites are present that do not pass the *CEQR Technical Manual* industrial source screening procedure, detailed analysis will be conducted with AERMOD.
- Predicted worst-case impacts would be compared with the short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs) recommended in NYSDEC's DAR-1 AGC/SGC Tables.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## **TASK 15. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE**

### **Greenhouse Gas Emissions**

Increased greenhouse (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the Proposed Project exceeds the 350,000 sf development threshold, a GHG emissions assessment will be provided in the EIS.

In accordance with the *CEQR Technical Manual*, GHG emissions generated by the Proposed Project will be quantified, and an assessment of consistency with the City's established GHG reduction goal will be

prepared. Emissions will be estimated for the analysis year and reported as carbon dioxide equivalent (CO<sub>2</sub>e) metric tons per year. GHG emissions other than carbon dioxide (CO<sub>2</sub>) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential. Relevant measures to reduce energy consumption and GHG emissions that could be incorporated into the Proposed Project will be discussed, and the potential for those measures to reduce GHG emissions from the Proposed Project will be assessed to the extent practicable.

- **Building Operational Emissions:** GHG emissions from the Proposed Project will be estimated based on carbon intensity factors specified in the *CEQR Technical Manual*.
- **Mobile Source Emissions:** GHG emissions from vehicle trips to and from the Development Site will be quantified using trip distances and vehicle emission factors provided in the *CEQR Technical Manual*.
- **Potential Measures to Reduce GHG Emissions:** Design features and operational measures to reduce the Proposed Project's energy use and GHG emissions will be discussed to the extent that information is available.
- **Consistency with the City's GHG Reduction Goal:** Consistency of the Proposed Project and the Proposed Actions overall will be assessed. While the City's overall goal is to reduce GHG emissions by 40 percent below 2005 level by 2030, individual project consistency is evaluated based on building energy efficiency, proximity to transit, on-site renewable power and distributed generation, efforts to reduce on-road vehicle trips and/or to reduce the carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the project's carbon footprint.

## Climate Change

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 Development Site is not located within the 100-year or 500-year floodplain, or any projected future flood zones. Therefore, the Development Site is not likely to experience storm surge and coastal flooding, and an assessment of climate change is not warranted.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## TASK 16. NOISE

For the Proposed Project, there are two major areas of concern regarding noise: (1) the effect the Proposed Project would have on noise levels in the surrounding community; and (2) the level of building attenuation necessary to achieve interior noise levels that satisfy CEQR requirements.

The Proposed Project would generate vehicle trips, but given the background conditions and the anticipated project-generated traffic, it is not expected that project-generated traffic would be likely to result in significant adverse noise impacts. However, a screening assessment will be performed to determine whether there are any locations where there is the potential for the Proposed Project to result in significant noise impacts (i.e., doubling of Noise Passenger Car Equivalent [PCEs]) due to project-generated traffic. As the Proposed Project is located immediately adjacent to the Franklin Avenue subway shuttle line, an assessment of train noise will be warranted. Additionally, as the Proposed Project is located directly across the street from the Jackie Robinson Playground, a playground noise assessment will also be warranted. A detailed analysis of potential noise impacts due to outdoor mechanical

equipment is not required as the outdoor mechanical equipment for any future development facilitated by the Proposed Project would be required to meet applicable New York City Department of Buildings (DOB) regulations, which ensure that noise levels from equipment are below *CEQR Technical Manual* impact criteria. The noise analysis will also examine the level of building attenuation necessary to meet CEQR interior noise level requirements.

The following tasks will be performed in compliance with *CEQR Technical Manual* guidelines:

- Based on the traffic studies conducted for Task 13, “Transportation,” a screening analysis will be conducted to determine whether there are any locations where there is the potential for the Proposed Project to result in significant noise impacts (i.e., doubling Noise PCEs) due to project-generated traffic. If it is determined that Noise PCEs would double at any sensitive receptor, a detailed analysis would be conducted in accordance with *CEQR Technical Manual* guidelines.
- Appropriate noise descriptors for building attenuation purposes would be selected. Based on CEQR criteria, the noise analysis will examine the  $L_{10}$  and the one-hour equivalent ( $L_{eq(1)}$ ) noise levels.
- Existing noise levels will be measured at receptor locations adjacent to the Development Site. At each receptor site, 20-minute measurements will be performed during typical weekday AM, midday, and PM peak periods (coinciding with the traffic peak periods) in areas that do not have direct line of sight to the adjacent subway; for areas that would be exposed to noise generated by the subway, one-hour measurements will be performed. 20-minute noise measurements will also be conducted during the school PM peak period to determine noise levels associated with peak school activities (e.g., playground noise). Depending on the screening results of Task 13, “Transportation,” a Saturday midday noise measurement may also be warranted. Noise measurements will be recorded in conformance with *CEQR Technical Manual* procedures, and measured noise level descriptors will include equivalent noise level ( $L_{eq}$ ), maximum level ( $L_{max}$ ), minimum level ( $L_{min}$ ), and statistical percentile levels such as  $L_1$ ,  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$ . A summary table of existing measured noise levels will be provided as part of the EIS.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals. All projections will be made with  $L_{eq}$  noise descriptor.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest  $L_{10}$  noise level estimated at each monitoring site. If required, an enforceable legal mechanism will be proposed to memorialize building attenuation requirements, such as (E) designations placed pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) designation rules. The EIS would include the (E) designation language, if necessary.
- If the results of the screening analysis indicated that any sensitive receptor location would experience a doubling of traffic between the Future No-Action and Future With-Action conditions, a detailed mobile source noise analysis would be performed at that location in compliance with *CEQR Technical Manual* guidance.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

## **TASK 17. PUBLIC HEALTH**

Public health is the organized effort of society to protect and improve the health and well-being of the

population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status, as defined in the *CEQR Technical Manual*. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and, if so, to identify measures to mitigate such effects.

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

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

#### **TASK 18. NEIGHBORHOOD CHARACTER**

Neighborhood character is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The proposed project has the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the DEIS.

A preliminary assessment of neighborhood character will be provided in the DEIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character.
- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition and compare to the future No-Action condition.
- Evaluate whether the Proposed Project has the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Project could affect the defining features of neighborhood character, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual* guidelines.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

#### **TASK 19. CONSTRUCTION**

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise levels, air quality conditions, and mitigation of

hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near to sensitive receptors should undergo a preliminary impact assessment according to the *CEQR Technical Manual*. Construction of the Proposed Project is expected to take place over a period greater than two years, and is therefore considered long-term. In addition, based on the conceptual construction schedule prepared for the Proposed Project, there is the potential for on-site receptors on buildings to be completed before the final build-out of the Proposed Project. As such, construction analysis will focus on two peak periods: 1) the overlap of the two phases of construction to identify peak intensity; and, 2) construction of phase two during occupancy of phase one to assess project-on-project effects. This chapter of the DEIS will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. Technical areas to be assessed include the following:

- **Transportation Systems:** In accordance with *CEQR Technical Manual* methodologies, the travel demand that would be generated during construction of the RWCDs projected development sites will be forecasted to identify the expected number of vehicle, transit (bus and subway) and pedestrian trips from construction workers and equipment. The potential effects of this construction travel demand on study area transportation systems will then be assessed. Based on the trip projections of activities associated with peak construction for the Proposed Project, an assessment of potential transportation impacts during construction and how they are compared to the trip projections under the operational condition will be provided. If this effort identifies the need for separate detailed quantitative analysis due to an exceedance of the *CEQR Technical Manual* quantified transportation analysis thresholds (50 or more vehicle-trips and/or 200 or more transit/pedestrian trips during a given peak hour), such analysis will be prepared. The assessment will also evaluate the potential effects of construction activities on streets, sidewalks, bicycle and bus lanes, and transit access points adjacent to projected development sites, where applicable.
- **Air Quality:** The construction air quality impact section will contain a detailed discussion of emissions from construction equipment, on-road construction-related vehicles, as well as fugitive dust. The quantitative analysis will review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations including the adjacent school and playground, and identify any project-specific control measures required to further reduce the effects of construction and to ensure that significant impacts on air quality do not occur.
- **Noise:** The construction noise impact section will contain a detailed quantitative analysis of noise from each phase of construction activity. Appropriate recommendations will be made to comply with NYCDEP Rules for Citywide Construction Noise Mitigation and the New York City Noise Control Code. The analysis will qualitatively review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any project-specific control measures required to further reduce construction noise. Potential construction-related noise impacts will be assessed and addressed quantitatively.
- **Other Technical Areas:** As appropriate, the construction assessment will discuss other areas of environmental concern, including Land Use and Neighborhood Character, Socioeconomic Conditions, Community Facilities, Open Space, Historic and Cultural Resources, and Hazardous Materials, for potential construction-related impacts. In accordance with *CEQR Technical Manual* guidelines, the construction analysis will include an assessment of whether construction of the Proposed Project would potentially physically impact, or inhibit access to, adjacent land uses, including community facilities.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP

as lead agency and any expert agencies, as appropriate.

## **TASK 20. MITIGATION**

Where significant adverse impacts have been identified in Tasks 2 through 19, measures to mitigate those impacts will be described. Based on the conceptual construction schedule prepared for the Proposed Project, there is the potential for some buildings to be completed before the final build-out of the Proposed Project. As such, the chapter will consider when mitigation measures will need to be implemented. These measures will be developed and coordinated with the responsible City/State agencies, as necessary. Where impacts cannot be fully mitigated, they will be disclosed as unavoidable adverse impacts.

## **TASK 21. ALTERNATIVES**

The purpose of an alternatives section in an EIS is to examine development options that would reduce or eliminate impacts resulting from the Proposed Project while substantively meeting the goals and objectives of the Proposed Project. The specific alternatives to be analyzed will be better defined once the full extent of the Proposed Project's impacts have been identified. The EIS will include a No-Action alternative, which describes the conditions that would exist if the Proposed Actions were not implemented, and a No Unmitigated Impact alternative, which assesses a change in density or program design in order to avoid the potential for any unmitigated significant adverse impacts that may be associated with the Proposed Project. Additional alternatives and variations of the Proposed Project may be identified during the scoping process or be based on any significant adverse impacts identified in the EIS. The analysis of each alternative will be qualitative, except in those technical area where significant adverse impacts of the Proposed Project have been identified.

## **TASK 22. SUMMARY EIS CHAPTERS**

The EIS will include the following three summary chapters, in accordance with CEQR guidance:

- **Unavoidable Adverse Impacts:** summarizes any significant adverse impacts that are unavoidable if the Proposed Project is implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects of the Proposed Project:** which generally refer to "secondary" impacts of the Proposed Project that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources:** which summarizes the Proposed Project and its impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

## **TASK 23. EXECUTIVE SUMMARY**

The executive summary will utilize relevant material from the body of the DEIS to describe the Proposed Project, the environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Project. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by DCP, the lead agency.