Dyker Heights
Draft Scope of Work for Preparation of a Draft Environmental Impact Statement
CEQR No. 18DCP175K (7/30/2018)

Lead Agency:
NYC Department of City Planning
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New York, NY 10271

Applicant:
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Table of Contents

A. INTRODUCTION

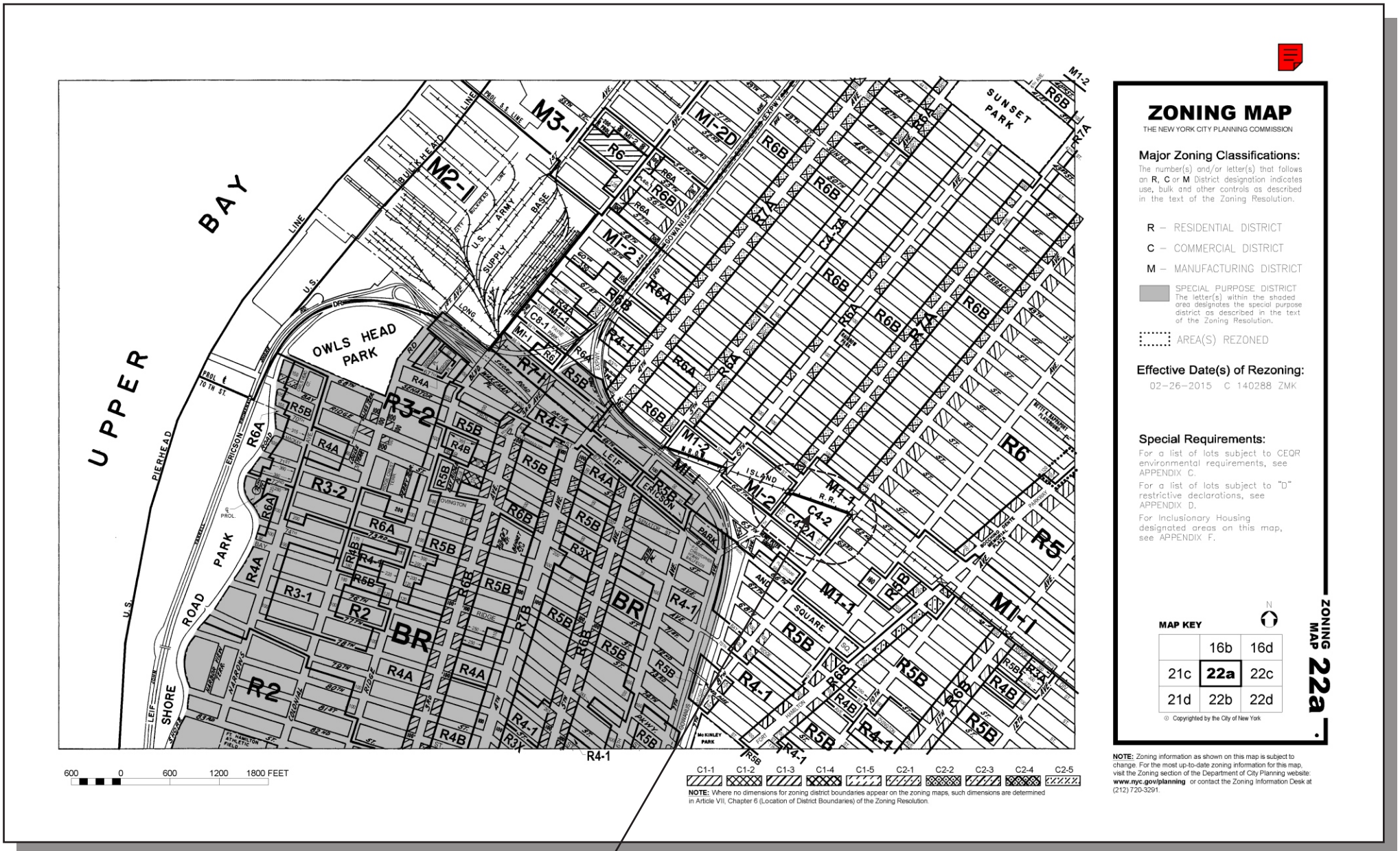
This Draft Scope of Work outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for a proposed project in the Dyker Heights/Sunset Park area at 6208 8th Avenue (Block 5794, Lot 75; hereafter, the "Development Site") of Brooklyn Community District #10 (see **Figures 1 and 2**). The Applicant, 6208 Realty LLC, the owner of the Development Site seeks actions including a zoning map amendment from a C4-2 district to a C4-3 district and two special permits to facilitate a mixed-use complex (hereafter, the "Proposed Development") with three (3) buildings: a 12-story residential building fronting 7th Avenue (250 dwelling units with 50 affordable units), a 12-story office building fronting 8th Avenue (commercial and medical offices) and an 11-story hotel building (250 guest rooms). It would include retail stores on the cellar, first and second floors ("the podium") and an accessory-parking garage with 1,883 parking spaces spread between two sub-cellar levels to contain a mix of self-parking and automated parking and reservoir space. The buildings would contain a street wall of 7-stories along both 7th and 8th Avenues before a setback.

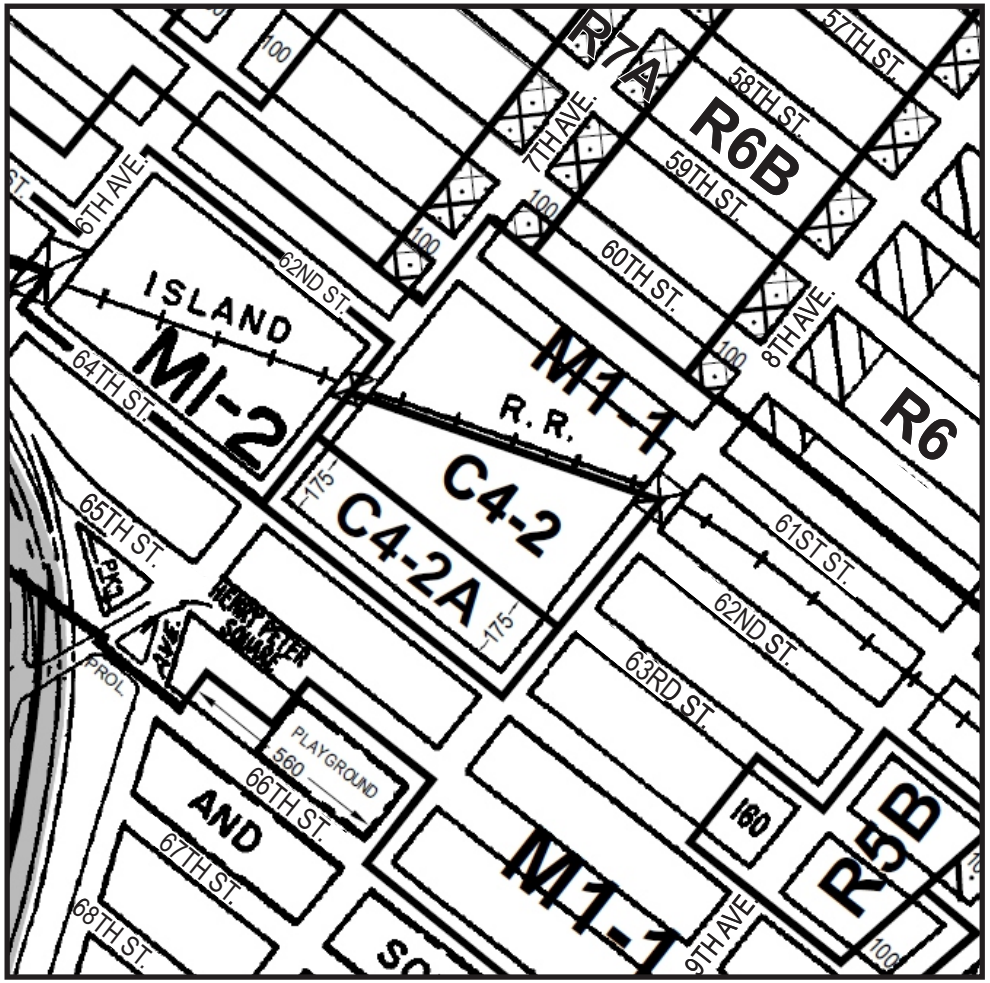
The Development Site and the Project Area are the same area and consists of a single through lot bound by 7th and 8th Avenues, 64th Street and the Long Island Railroad right-of-way (hereafter, the "Project Area"). In total, the incremental development that is projected to occur within the Project Area in the future with the proposed project is as follows: 1,292,920 gross square feet (gsf) of space (4.8 FAR). This would include 232,884 gsf (1.47 FAR) of residential use (250 dwelling units, 50 affordable to incomes below 80% AMI); 137,086 total gsf of community facility space (0.87 FAR) comprised of 99,099 gsf of ambulatory medical space (UG-4B) and 37,987 gsf of school and library space (UG-4A); 522,891 gsf of commercial use (2.46 FAR) with 85,589 gsf of office space (UG-6), 95,210 gsf of hotel space in 250 rooms (UG-5A) and 342,092 gsf of various retail spaces (hereafter, the "Proposed Project"). The remaining gsf area would consist of 331,576 gsf of parking and loading area and 68,483 gsf of mechanical/corridor space.

The New York City Department of City Planning (DCP), acting on behalf of the City Planning Commission (CPC), will be the lead agency for the environmental review. Based on the prepared Environmental Assessment Statement (EAS), the lead agency has determined that the Proposed Project have the potential to result in significant adverse environmental impacts, requiring that an EIS be prepared. This Draft Scope of Work outlines the technical areas to be analyzed in the preparation of a Draft EIS (DEIS) for the Proposed Project. Scoping is the first step in the preparation of the EIS and provides an early opportunity for the public and other agencies to be involved in the EIS process. This Draft Scope of Work is intended to determine the range of issues and considerations to be evaluated in the EIS. It includes a description of the proposed project and the actions necessary for its implementation, presents the proposed framework for the EIS analysis, and discusses the procedures to be followed in the preparation of the DEIS. The 2014 *City Environmental Quality Review* (CEQR) Technical Manual will serve as a general guide on the methodologies and impact criteria for evaluating the Proposed Project' effects on the various environmental areas of analysis.

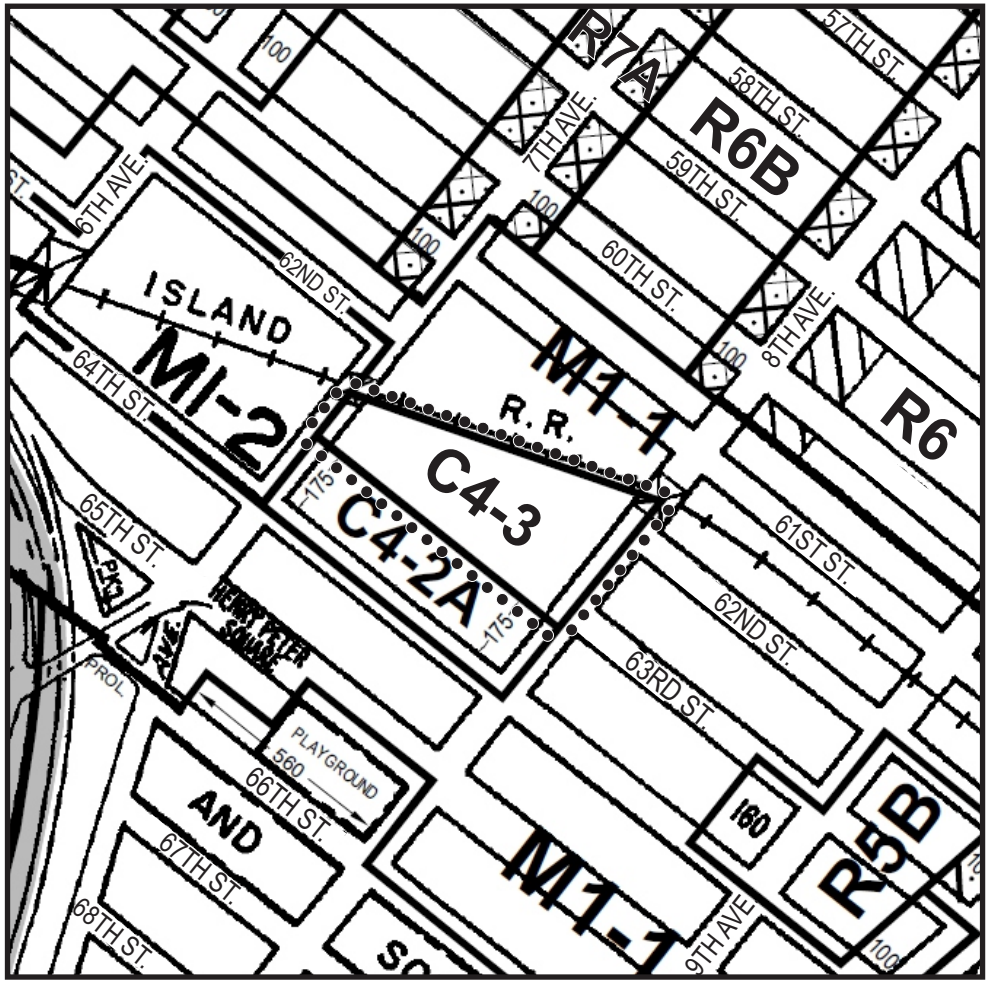
Figure 1 - Site Location

Figure 2 - Aerial Map


ZONING MAP
THE NEW YORK CITY PLANNING COMMISSION
Major Zoning Classifications:
The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.
R – RESIDENTIAL DISTRICT
C – COMMERCIAL DISTRICT
M – MANUFACTURING DISTRICT
SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
AREA(S) REZONED
Effective Date(s) of Rezoning:
02-26-2015 C 140288 ZMK
Special Requirements:
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas on this map, see APPENDIX F.
MAP KEY
16b 16d
21c 22a 22c
21d 22b 22d
ZONING MAP 22a
Copyrighted by the City of New York
NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.
NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.
600 0 600 1200 1800 FEET
Site



Current Zoning Map (22a)



Proposed Zoning Map (22a) - Area being rezoned is outlined with dotted lines

Rezoning from C4-2 to C4-3

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

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

B. BACKGROUND

The active use of the Development Site as a railroad yard (its original purpose) was discontinued in 1966 and it was subsequently conveyed by the Penn Central Corporation and Pennsylvania Tunnel and Terminal Railroad Company to the Buckeye Pipeline Company in 1978 for use as a maintenance facility. In 1989, the Buckeye Pipeline Company leased the Development Site to the current owner and later conveyed ownership in 1993.

On September 19, 2007, the City Planning Commission (CPC) approved an application (C 060354 ZSK) for a special permit pursuant to ZR Section 74-681 to allow a portion of a railroad right-of-way that has been permanently discontinued or terminated to be included in the lot area of a proposed mixed-use building at the Development Site (the "2007 Special Permit"). The development required a separate DCP action, which was granted under C 060353 ZMK, to amend Zoning Map, Section No. 22a, changing M1-1 and M1-2 Districts to C4-2 and C4-2A Districts, which was approved by the CPC on September 19, 2007.

The 2007 Special Permit allowed for the development of an 11-story mixed-use development consisting of a large retail store (Home Depot), offices, residences, and accessory parking garages with a total of 536,935 square feet of floor area. The retail development would occupy the first floor and mezzanine and have 99,130 square feet of floor area; offices on the third floor would have 60,960 square feet of floor area; and the eight residential floors, four through eleven (and lobby) would have 269,175 square feet of floor area and 216 dwelling units. Three levels of accessory parking with a total of 909 spaces would be provided at the cellar, sub-cellar and 2nd floor. The previously proposed project would have a total FAR of 3.36.

The CPC found that the 2007 Special Permit met the findings of ZR Section 74-681. Subsequently, on October 21, 2011, the CPC approved an application (N 120034 CMK) to grant the first 3-year renewal of the previously approved special permit (C 060354 ZSK) because the facts upon which the 2007 Special Permit did not substantially change, which lapsed on October 17, 2014.

On January 5, 2015, the CPC approved an application (N 150117 CMK) to grant the second and final 3-year renewal of the previously approved special permit (C 060354 ZSK) because the facts upon which the 2007 Special Permit did not substantially change, which will lapse on October 17, 2017.

The owner would like to revise the original design of the previously approved mixed-use building that was filed in the 2007 Special Permit application, which is the subject of the Proposed Project.

C. PROJECT DESCRITION

ACTIONS NECESSARY TO FACILIATE THE PROPOSED PROJECT

The following actions are being sought to facilitate the proposed project:

- A zoning map amendment from a C4-2 district to a C4-3 district;
- A Special Permit to permit a number of accessory or public parking spaces in a Large-Scale General Development in excess of the maximum permitted amount pursuant to Section 74-531 of the Zoning Resolution ("ZR"); and
- Special Permit pursuant to Section 74-681 of the Zoning Resolution ("ZR") to allow a portion of a railroad right-of-way that will be covered to be included in the Development Site.

- In order to permit any development on the Development Site, a special permit must be granted by the CPC pursuant to Section 74-681 of the Zoning Resolution (ZR) (Development within or over a railroad or transit right of way or yard) due to the location of a portion of the Development Site within a railroad right-of-way.

Based on preliminary traffic analyses, the overall demand for off-street parking spaces is generally lower than the required amount pursuant to the underlying C4-2 zoning district. Therefore, the proposed zoning map amendment from C4-2 to C4-3 is sought to reduce the overall amount of accessory parking spaces required for commercial uses.

An additional special permit pursuant to ZR Section 74-531 (Additional parking spaces or roof parking for accessory group parking facilities) is required because the proposed 1,883 accessory parking spaces exceeds the maximum permitted amount of 1,772 spaces[1]. This would not accommodate the 300 additional accessory parking spaces required by a Restrictive Declaration on the property when combined with the required amount of accessory parking spaces (1,582 spaces) for the Proposed Development. In addition, the Restrictive Declaration affecting the Development Site would be amended with the BSA to note the updated parking layout prior to approval.

The proposed zoning map amendment from C4-2 to C4-3 would not affect the overall permitted bulk or any uses on the Development Site. This action is primarily sought to reduce accessory parking requirements to meet anticipated demand, as noted above. The Mandatory Inclusionary Housing (MIH) program is not applicable to the Proposed Development, as no new residential floor area potential would be created as a result of the Proposed Project. However, at the time of this application, 20% of the proposed 250 dwelling units (50 dwelling units) would be made voluntarily affordable to incomes below 80% AMI.

DESCRIPTION OF THE PROJECT AREA

Proposed Development Site

The Proposed Project Area (the "Project Area") is located in the Dyker Heights/Sunset Park section of Brooklyn Community District 10 and is coterminous with the Development Site that encompasses Block 5794, Lot 75. The Development Site is a large irregular-shaped through lot with sloping topography and varying grade levels. The Development Site contains 158,311 square feet of lot area with approximately 221 feet of frontage along 8th Avenue, a depth of approximately 700 feet, and 116 feet frontage along 7th Avenue. The Development Site contains frontage along both 7th and 8th Avenues with an existing curb cut at the intersection at 62nd Street and 8th Avenue.

In the northern portion of the Development Site, along its northern lot line, is the Long Island Railroad ("LIRR") right-of-way; connecting the 65th Street Terminal (approximately 1.2 miles west of the Development Site at New York Harbor) with the Hell Gate Bridge to the north in Queens. Parallel to the LIRR right-of-way is the New York City Transit N Train right-of-way and station between 7th and 8th Avenues. Both of the railroad rights-of-way are located below grade, with the LIRR tracks passing beneath the subway tracks along the north side of the Development Site. As a result, the two rights-of-way effectively create a deep trench separating the Development Site from the lots to the north (which front on 61st Street). The LIRR right-of-way area that is part of the Development Site is currently dormant. The Development Site is currently vacant and is utilized as a large public parking lot, primarily as accessory parking for adjacent developments on Block

[1] Per ZR 36-12, commercial developments are unable to provide an additional 150 accessory parking spaces in excess of the required amount.

5794, Lots 150 and 165 and Block 5821, Lot 5.

The Development Site is wholly located within a C4-2 zoning district wherein a maximum FAR of 4.8 is permitted. The C4-2 district permits Use Groups 1-6, 8-10, and 12. Parking requirements vary by use. The maximum street wall height is 60 feet, while the maximum building height is governed by a sky exposure plane.

DESCRIPTION OF THE SURROUNDING AREA

The remainder of the block in which the Development Site is located (Block 5974) includes community facility uses. Lot 110 is an open parking lot accessory to the above-referenced Maimonides Hospital facility with 347 parking spaces. Lot 150 has a two-story building, and Lot 165 has a three-story building, with both occupied by offices for health-related facilities and under the ownership of the hospital.

As mentioned above, the Development Site fronts on both 8th and 7th Avenues, which are both two-way streets classified as 'wide' streets with 85 feet in width. 8th Avenue is the neighborhood's major commercial thoroughfare, characterized by vibrant mix of commercial, residential, mixed-use (residential/commercial), and community facility buildings. The neighborhood's east–west side streets, such as 62nd Street, contain residential multi-family apartment buildings.

Land uses adjacent to the north of the Project Area (an M1-1 district) include the subway right-of-way, and a series of one and two-story buildings with commercial uses fronting 61st Street. In the area to the south are one- to three-story buildings predominantly with commercial and auto-related uses, and a six-story office building on the southwest corner of 64th Street and 8th Avenue. Immediately east are three and four-story mixed-use buildings with ground floor retail and residential use above. The area to the west contains a church, as well as the continuation of the railroad right-of-way. Further west, on 65th Street between 4th and 2nd Avenues, is the "Bay Ridge Towers" apartment complex which is comprised of two (2) 28-story apartment towers that utilize the area (and development potential) above the LIRR right-of-way.

The Development Site is made accessible by transit from the New York City Transit (NYCT) N train station at 62nd Street and 8th Avenue, which is directly adjacent to the Development Site, providing direct mass transit access from Manhattan, Queens and points south of the Development Site. In addition, NYCT provides two bus lines, the B9 and B70, within the surrounding area. The B9 runs east-west from Bay Ridge to Kings Plaza along 60th Street and makes stops at 8th Avenue. The B70 runs north-south between Sunset Park and Dyker Heights along 8th Avenue and makes stops at 62nd Street.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Proposed Project would facilitate a mixed-use complex on the Development Site with commercial uses (hotel, office and variety of retail), residential use, and community facility uses (school, library and ambulatory healthcare). The residential, office, hotel and medical uses would be spread apart between three towers, with the hotel tower rising 11-stories (145 feet tall) and the residential and office and medical uses within two towers rising 12-stories (145 feet and 157 feet tall), with a base containing the retail and accessory parking. The accessory parking would consist of 1,883 spaces spread between two sub-cellar levels and containing a mix of self-parking and automated parking. 300 of the provided parking spaces will be reserved for an adjacent development per the Restrictive Declaration governing the Development Site. 1,533 spaces would be provided as automated accessory parking, while 300 additional spaces would consist of public

parking for the adjacent property, and 50 spaces would be for reservoir space. Along with the required accessory parking, eight loading bays will be provided.

In total, the Proposed Development would include 1,292,920 gross square feet (gsf) of floor area (4.8 FAR). This would include 232,884 gsf of residential space (250 dwelling units), 99,099 gsf of ambulatory medical space (UG-4B), 37,987 gsf of school and library space (UG-4A), 85,589 square feet of office space (UG-6), 95,210 gsf of hotel space (UG-5A) and 342,092 gsf of retail space. The specific retail spaces are not finalized at this time but for the purpose of a conservative analysis are assumed as 117,924 square feet of local retail, 28,070 square feet of furniture store, 36,540 square feet as a drug store, 39,480 square feet as a supermarket, 19,335 square feet as a physical culture establishment (PCE), 87,073 square feet as a restaurant/food court, and 15,971 square feet as an event space. The retail space would be spread between local retail in smaller units (UG-6), some general retail units (UG-6) and destination retail in larger units (UG-10A). These uses are considered conservative for analysis purposes due to the high level of users and their activity. The Proposed Development maximizes the available floor area with 759,392 zsf where 759,839 zsf is permitted. The remaining gsf area of the Proposed Development (which does not count as floor area) includes 331,576 gsf of parking and loading area, as well as 68,483 gsf of mechanical/corridor space.

The retail uses would occupy Lower Level 1, the ground floor and second level of the podium. The first 12-story tower (Tower A) would rise to a height of 145 feet and contain all of the proposed residential units. The second twelve-story tower would contain medical office uses on floors 3-7, while the remaining floors (8-12) would contain commercial office space. The third 11-story tower (Tower C) would rise to a height of 145 and contain a hotel use in 250 rooms. Floor two of the podium would contain some community facility uses with a 6,630 gsf school space (Pre-K) a 3,080 gsf "Bookless"/Digital Library, a 5,300 gsf private day care center, and a 5,500 gsf dance and art studio space (UG-4A). The Pre-K will have approximately 498 school seats (at the time of this application) and is designed to accommodate those living in the residential building and in the surrounding community.

The Proposed Project do not increase the maximum permitted residential floor area and is therefore not subject to Mandatory Inclusionary Housing (MIH) requirements. However, at the time of this application, 20% of the proposed 250 dwelling units (50 dwelling units) would be voluntarily made affordable to incomes below 80% AMI.

In terms of publicly accessible open space, the ground-level plaza would provide 3,835 square feet of open space, along with 49,490 square feet of publicly accessible garden space. The 9th floor of one of the towers would contain 8,930 square feet in a sculpture garden, for a total of 62,255 square feet of publicly accessible open space.

In terms of privately accessible open space for building users, 44,545 square feet of space would be provided in three areas. The third level in the residential tower would contain a garden for residential tenants in 28,740 square feet. The third floor of the hotel building would contain a garden for hotel users in 13,430 square feet of space, while the 9th floor of that building would contain a terrace for hotel users in 2,375 square feet of space. These areas would not be publicly accessible.

The retail spaces include a proposed direct connection the adjacent New York City Transit (NYCT) subway station (the N Train). The proposal includes a direct access point from the cellar level retail area of the podium of the N train station platform. This access point will also serve as an exit for retail users, who can utilize the northern egress point and walk along a ramp to the street

level. There will be eight (8) loading berths on the first floor of the podium, which are accessible via a separate loading entrance along 8th Avenue. Trucks will exit via 7th Avenue. Within this loading area is a fire truck access ramp to the top of the podium, with a connection to a 12-foot wide fire truck access lane. It allows the FDNY direct access to each of the three (3) towers above the podium, without the need to enter the retail levels of the podium and improves response time in the event of an emergency.

BUILD YEAR

Based on an estimated 24-month approval process and four phases of construction scheduling lasting approximately three years, the Build Year is assumed to be 2023.

D. PURPOSE AND NEED OF THE PROPOSED ACTIONS

The Proposed Actions are necessary to facilitate the Proposed Development. Currently, the Development Site is underutilized and currently contains surface parking in an otherwise vibrant mixed-use area. The City Planning Commission (CPC) previously found a large mixed-use development to be appropriate for this location in 2007 and granted a renewal of the previously approved special permit through October 17, 2017. Since the special permit will expire shortly and no construction has taken place at the Site, the Applicant seeks to redevelop the Development with a new development proposal and set of actions that would not be specifically tied to the previous approvals and findings.

The Development Site is located along two heavily trafficked wide avenues, is within proximity to highways and is located immediately adjacent to a NYCT subway station and the applicant feels is appropriate for additional density and a range of uses. The proposed development is intended to reinforce the dense mixed-use character of the surrounding area.

In order to permit any development on the Development Site, a special permit must be granted by the CPC pursuant to ZR 74-681 due to the location of a portion of the Development Site within a railroad right-of-way. A series of findings are a condition of this permit being met and these findings were granted by the CPC for the previous special permit approval.

Based on preliminary traffic demand analyses, the demand for off-street parking spaces is generally lower than the required amount with the underlying C4-2 zoning district. Therefore, the proposed zoning map amendment from C4-2 to C4-3 is sought to reduce the overall amount of accessory parking spaces required.

A special permit pursuant to ZR Section 74-531 is required because 1,883 accessory parking spaces are proposed, which exceed a required amount of 1,583 spaces by over 150 spaces, where 300 additional accessory parking spaces are provided pursuant to a restriction on the property to provide accessory parking for adjacent medical office uses. This special permit would be sought as part of a Large-Scale General Development and would meet the definitions of such a development under ZR 12-10. An approval under a Large-Scale General Development would result in an approval of a specific site plan with the CPC and any post-approval modifications of the site plan would result in the Applicant seeking additional approvals with the CPC.

The Restrictive Declaration on the property would be amended with the BSA to note the updated parking layout prior to approval.

E. PROJECTED FUTURE DEVELOPMENT

The applicant seeks to redevelop its property. No other properties are affected by the Proposed Project. Therefore, the projected future development consists of the Proposed Development. The proposed zoning map amendment from C4-2 to C4-3 would not affect the overall permitted bulk or any uses on the Development Site. This action is primarily sought to reduce accessory parking requirements to meet anticipated demand. The C4-3 zoning district is generally the same as the C4-2 district and allows maximum FAR of 4.8. The C4-3 district permits Use Groups 1-6, 8-10, and 12. Parking requirements vary by use, with the C4-3 having lower parking requirements than the C4-2 district. The maximum street wall height is 60 feet, while the maximum building height is governed by a sky exposure plane for Height Factor regulations.

Projected Development Site No.	Block	Lot
1	5794	75

F. ANALYSIS FRAMEWORK

The *CEQR Technical Manual* will serve as a general guide on the methodologies and impact criteria for evaluating the Proposed Project's potential effects on the various environmental areas of analysis. In disclosing impacts, the EIS will consider the Proposed Project's potential adverse impacts on its environmental setting. A future build year of 2023 will be examined to assess the potential impacts of the Proposed Project. Consequently, the environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives include descriptions of existing conditions, conditions in the future without the Proposed Project (the No-Action scenario), and conditions in the future with the Proposed Project (the With-Action scenario). The incremental difference between the No-Action and With-Action conditions is analyzed to determine the potential environmental effects of the Proposed Project.

NO-ACTION SCENARIO

Absent the Proposed Project, it is assumed that the Development Site would remain vacant with public and private off-street parking spaces. Due to the presence of a NYCT right-of-way, no development is permitted on the Development Site as-of-right. Therefore, the No-Action scenario will consist of the existing 374 spaces of public and private accessory parking which will remain in the future without the Proposed Project in the analysis year of 2023.

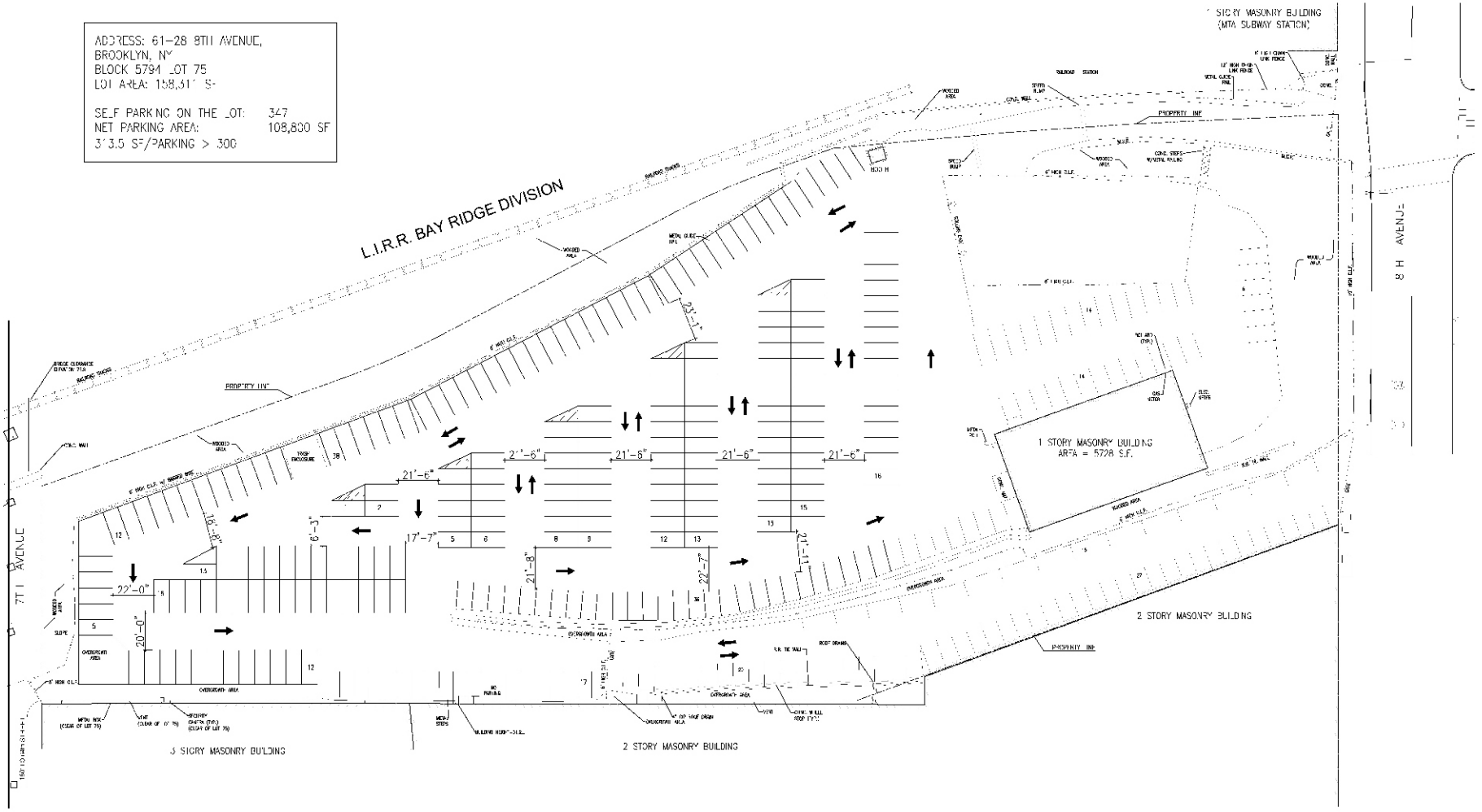
WITH-ACTION SCENARIO

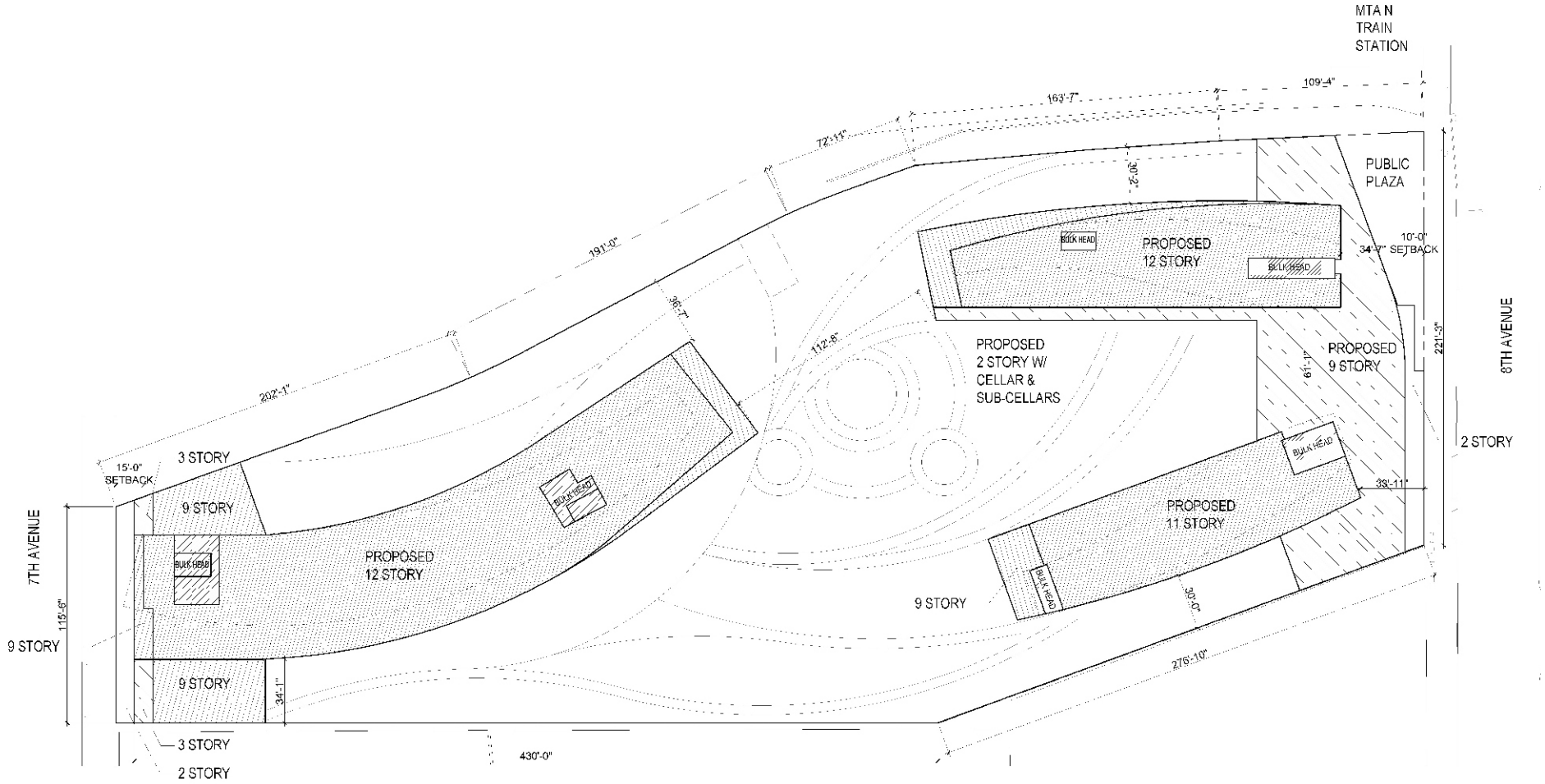
As the Proposed Project would occur solely on the Applicant's property and the Applicant seeks the approval of a General Large-Scale Development Plan as part of the Proposed Actions, which would require the approval of a specific site plan, the With-Action Scenario would consist of the Proposed Development and is further discussed under the project description above. For the full increment of the Proposed Project, see **Table 1**.

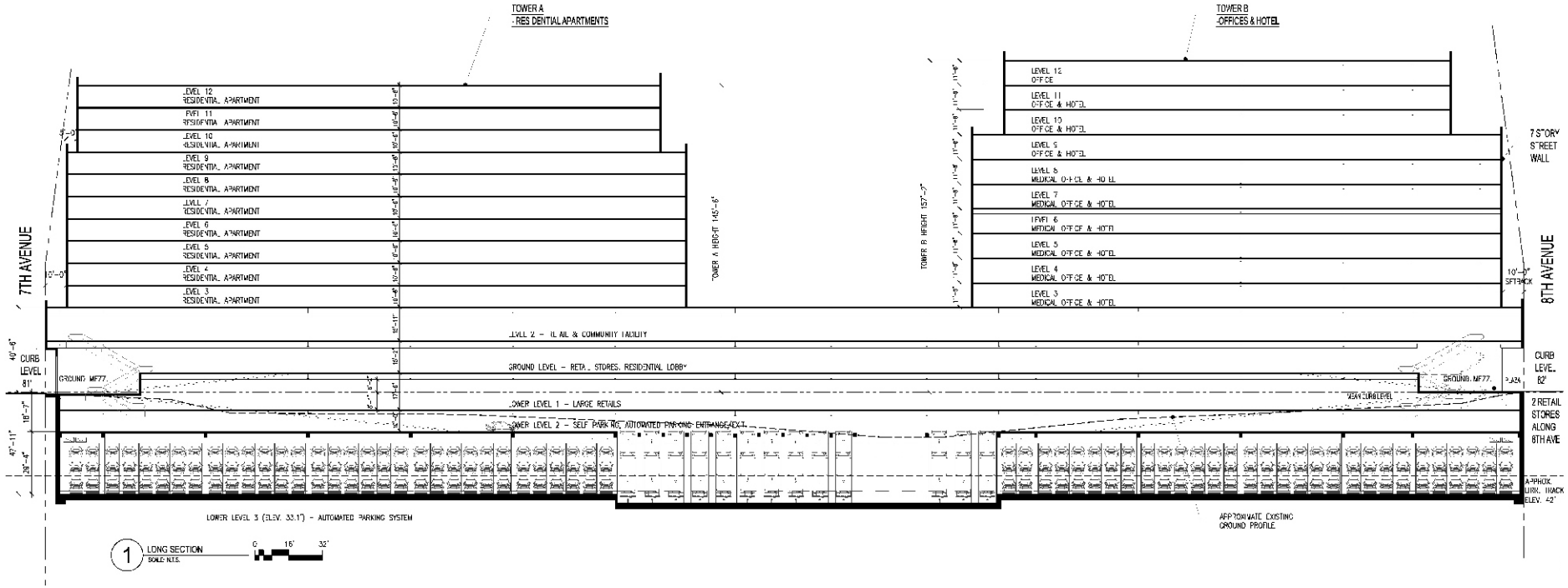
TABLE 1 – COMPARISON OF NO-ACTION AND WITH-ACTION SCENARIOS

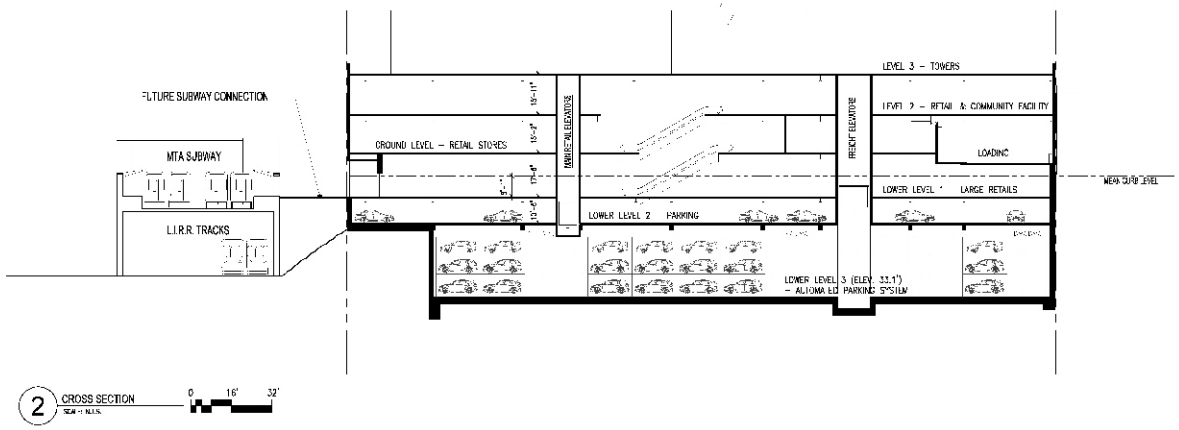
	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures			Residential Tower	
No. of dwelling units			250	250
No. of low- to moderate-income units			50	50
Gross floor area (sq. ft.)			232,884	232,884
Commercial	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)			Retail (UG 6 & 10A) Office (UG 6) Hotel (UG 5A)	Retail (UG 6 & 10A) Office (UG 6) Hotel (UG 5A)
Gross floor area (sq. ft.)			342,092 (Retail) 85,589 (Office) 95,210 (Hotel)	342,092 (Retail) 85,589 (Office) 95,210 (Hotel)
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type			School & Library (UG 4A) Ambulatory Health Care (UG 4B)	
Gross floor area (sq. ft.)			37,987 (School/Library) 99,099 (Medical Office)	37,987 (School/Library) 99,099 (Ambulatory)
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," describe:			331,576 (Parking) 62,225 (Public OS) 44,545 (Private OS)	331,576 (Parking) 62,225 (Public OS) 44,545 (Private OS)
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces			300	300
No. of accessory spaces			1,533	1,533
Lots	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces	374	374	0	-374
ZONING				
Zoning classification	C4-2	C4-2	C4-3	
Maximum amount of floor area that can be developed	3.4 Commercial 2.46 Residential 1.0 Community Facility	3.4 Commercial 2.46 Residential 1.0 Community Facility	3.4 Commercial 2.46 Residential 1.0 Community Facility	

Figure 5A - Existing Site Plan




MTA N
TRAIN
STATION
109'-4"
163'-7"
72'-11"
191'-0"
202'-1"
36'-7"
112'-8"
30'-2"
PUBLIC
PLAZA
10'-0"
34'-7" SETBACK
BULK HEAD
PROPOSED
12 STORY
PROPOSED
2 STORY W/
CELLAR &
SUB-CELLARS
PROPOSED
9 STORY
61'-1"
221'-3"
8TH AVENUE
2 STORY
15'-0"
SETBACK
3 STORY
9 STORY
BULK HEAD
PROPOSED
12 STORY
7TH AVENUE
115'-6"
9 STORY
9 STORY
34'-1"
3 STORY
2 STORY
430'-0"
9 STORY
PROPOSED
11 STORY
33'-11"
30'-0"
276'-10"





*NOTES:

PROJECT IS SUBJECT TO APPROVAL OF A SPECIAL PERMIT TO HAVE A NUMBER OF ACCESSORY OR PUBLIC PARKING SPACES IN A LARGE-SCALE GENERAL DEVELOPMENT IN EXCESS OF THE MAXIMUM PERMITTED AMOUNT PURSUANT TO SECTION 74- 531 OF THE ZONING RESOLUTION

1. View of the west side of 8th Avenue facing northwest.

2. View of 8th Avenue facing southwest from 62nd Street (Site at right).

3. View of the Site facing west from the intersection of 8th Avenue and 62nd Street.

Photographs Taken on February 14, 2018

4. View of the sidewalk along the west side of 8th Avenue facing southwest from 62nd Street (Site at right).

5. View of the east side of 8th Avenue facing east from the Site.

6. View of the east side of 8th Avenue facing south from the Site.

7. View of the sidewalk along the west side of 8th Avenue facing north from 63rd Street (Site at left).

8. View of the Site facing northwest from 8th Avenue.

9. View of the Site facing north from 8th Avenue.

10. View of 8th Avenue facing northeast from 63rd Street (Site at left).

11. View of the intersection of 8th Avenue and 63rd Street facing south from the Site.

12. View of the west side of 8th Avenue facing northwest.

13. View of 8th Avenue facing southwest from 63rd Street.

14. View of the west side of 8th Avenue facing north.

15. View of the intersection of 8th Avenue and 64th Street facing west.

16. View of the north side of 64th Street facing northeast.

17. View of the north side of 64th Street facing east.

18. View of the north side of 64th Street facing north.

19. View of the intersection of 7th Avenue and 64th Street facing east.

20. View of the north side of 64th Street facing north.

21. View of 7th Avenue facing northeast (Site at right).

Figure 7 - Illustrative Project Renderings

G. CITY ENVIRONMENTAL QUALITY REVIEW

CEQR OVERVIEW

New York City has formulated an environmental review process, CEQR, pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations (Part 617 of 6 New York Codes, Rules, and Regulations). The City's CEQR rules are found in Executive Order 91 of 1977 and subsequent rules and procedures adopted in 1991 (62 Rules of the City of New York, Chapter 5). CEQR's mandate is to assure that governmental agencies undertaking actions within their discretion take a "hard look" at the environmental consequences of each of those actions so that all potential significant environmental impacts of each action are fully disclosed, alternatives that reduce or eliminate such impacts are considered, and appropriate, practicable measures to reduce or eliminate such impacts are adopted.

The CEQR process begins with selection of a "lead agency" for the review. The lead agency is generally the governmental agency which is most responsible for the decisions to be made on a proposed action and which is also capable of conducting the environmental review. For the proposed Dyker Heights Mixed-Use project, the Department of City Planning (DCP), acting on behalf of CPC, is the CEQR lead agency.

DCP, after reviewing the Environmental Assessment Statement (EAS), has determined that the Proposed Project have the potential for significant adverse environmental impacts and that an EIS must be prepared. A public scoping of the content and technical analysis of the EIS is the first step in its preparation, as described below. Following completion of scoping, the lead agency oversees preparation of a draft EIS (DEIS) for public review.

DCP and CPC will hold a public hearing during the Commission's period for consideration of the application. That hearing record is held open for 10 days following the open public session, at which time the public review of the DEIS ends. The lead agency then oversees preparation of a final EIS (FEIS), which incorporates all relevant comments made during public review of the DEIS. The FEIS is the document that forms the basis of CEQR Findings, which the lead agency and each involved agency (if applicable) must make before taking any action within its discretion on the Proposed Actions.

SCOPING

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Project. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. During the period for scoping, those interested in reviewing the draft EIS scope may do so and give their comments in writing to the lead agency or at the public scoping meeting. The period for comments on the Draft Scope of Work will remain open for 10 days following the meeting, at which point the scope review process will be closed. The lead agency will then oversee preparation of a Final Scope of Work, which incorporates all relevant comments made on the scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. The DEIS will be prepared in accordance with the Final Scope of Work.

H. PROPOSED SCOPE OF THE ENVIRONMENTAL IMPACT STATEMENT

The scope of the EIS will conform to all applicable laws and regulations and will follow the guidance of the *CEQR Technical Manual*. The EIS will contain:

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

The analyses for the Proposed Project will be performed for the expected year of completion of construction of the Proposed Project, which is 2023. The No-Action future baseline condition to be analyzed in all technical chapters will assume that absent the Proposed Project, the Project Area would continue in its current conditions.

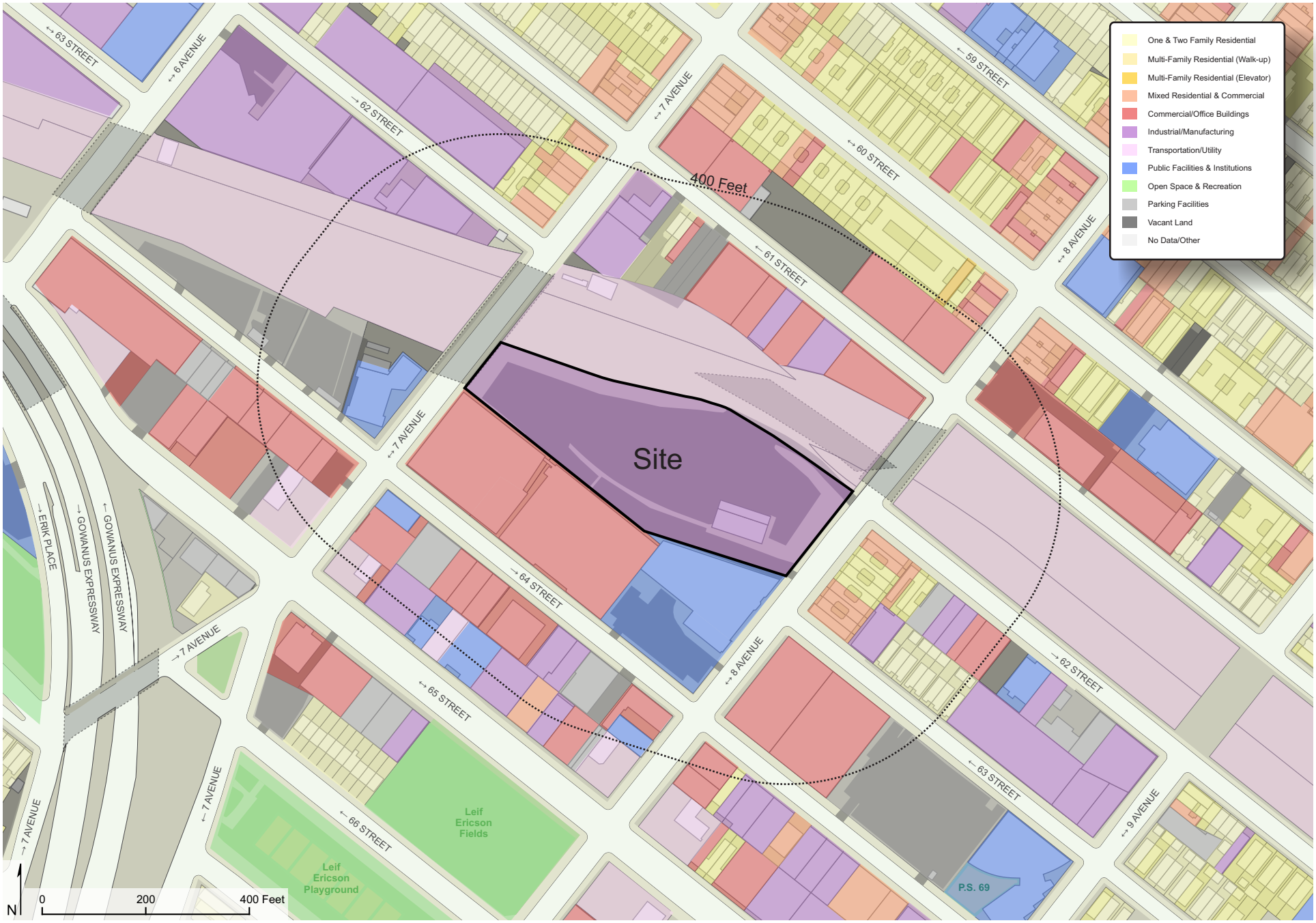
Below is a description of the environmental categories in the *CEQR Technical Manual* that will be analyzed in the EIS and a description of the tasks to be undertaken.

TASK 1 - PROJECT DESCRIPTION

This chapter introduces the reader to the Proposed Project and sets the context in which to assess impacts. The chapter gives the public and decision-makers a baseline to compare the With-Action scenario, the No-Action scenario, and any alternative options, as appropriate.

The chapter will contain a project identification (brief description and location of the Proposed Development Site and Project Area); the background and/or history of the Proposed Development Site and Proposed Project; a statement of purpose and need for the Proposed Project; a detailed description of the Proposed Project, as well as the program and design assumptions for the projected future Development Sites; and a discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. The chapter will also describe the analytic framework for the EIS.

The project description will include a discussion of key project elements, such as site plans and elevations, access and circulation, and other project features. The section on required approvals will describe all public actions required to develop the project. The role, if any, of any other public agency in the approval process will also be described. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to any other approval procedures will be described.


One & Two Family Residential
Multi-Family Residential (Walk-up)
Multi-Family Residential (Elevator)
Mixed Residential & Commercial
Commercial/Office Buildings
Industrial/Manufacturing
Transportation/Utility
Public Facilities & Institutions
Open Space & Recreation
Parking Facilities
Vacant Land
No Data/Other
400 Feet
Site
63 STREET
6 AVENUE
62 STREET
7 AVENUE
59 STREET
60 STREET
8 AVENUE
61 STREET
ERIK PLACE
GOWANUS EXPRESSWAY
64 STREET
65 STREET
66 STREET
Leif Ericson Fields
Leif Ericson Playground
63 STREET
9 AVENUE
P.S. 69
N
0
200
400 Feet

TASK 2 - LAND USE, ZONING AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project. The analysis also considers the project's compliance with and effect on the area's zoning and other applicable public policies. That assessment, which provides a baseline for other analyses, will consist of the following tasks:

- Provide a brief development history of the Project Area and study area.
- Describe conditions on the Proposed Development Site and the remainder of the Project Area, including existing uses and the current zoning.
- Describe predominant land use patterns in the study area, including recent development trends. The study area will include land uses within approximately ¼-mile of the Project Area (see **Figure 8**).
- Provide a clear zoning map and discuss existing zoning and recent zoning actions in the study area (see **Figure 3 and Figure 4**)
- Summarize other public policies that may apply to the Project Area and study area, including any formal neighborhood or community plans. Describe any public policy goals for the area that would potentially be affected by the Proposed Project.
- Prepare a list of other projects expected to be built in the study area that would be completed before or concurrent with the Proposed Project (No-Action projects). Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area, including plans for public improvements.
- Describe the Proposed Project 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 related to issues of compatibility with surrounding land use, consistency with zoning and other public policy initiatives, and the effect of the project on development trends an 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 surrounding area. The socioeconomic study area boundary is expected to be similar to that of the land use study area (i.e., ¼-mile radius), and will be dependent on the size of the area's population in the future without the Proposed Project, and the characteristics of the proposed and potential development within the Project Area, pursuant to Section 310 of Chapter 5 of the *CEQR Technical Manual*.

A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. The Proposed Project are expected to generate a net increase of 250 dwelling units on the Proposed Development Site. 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, the socioeconomic study area would be expanded

to a ½-mile radius if the development associated with the Proposed Project would increase the population by at least 5 percent compared to the expected No-Action population in a ¼-mile study area, consistent with the *CEQR Technical Manual* (See **Figure 9**).

The five principal issues of concern with respect to socioeconomic conditions are whether a Proposed Project would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement; and (5) adverse effects on a specific industry. The following describes whether and how each of these issues will be addressed in the EIS.

DIRECT RESIDENTIAL DISPLACEMENT

Direct residential displacement is the involuntary displacement of residents from a site directly affected by an action. The Proposed Project would not result in the direct displacement of any residents. Therefore, an assessment of direct residential displacement is not warranted.

DIRECT BUSINESS DISPLACEMENT

Direct business displacement is the involuntary displacement of businesses from a site directly affected by an action. For direct business displacement, the type and extent of businesses and workers that would be directly displaced is disclosed. If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate. The Proposed Project would not result in the direct displacement of any businesses. Therefore, an assessment of direct business displacement is not warranted.

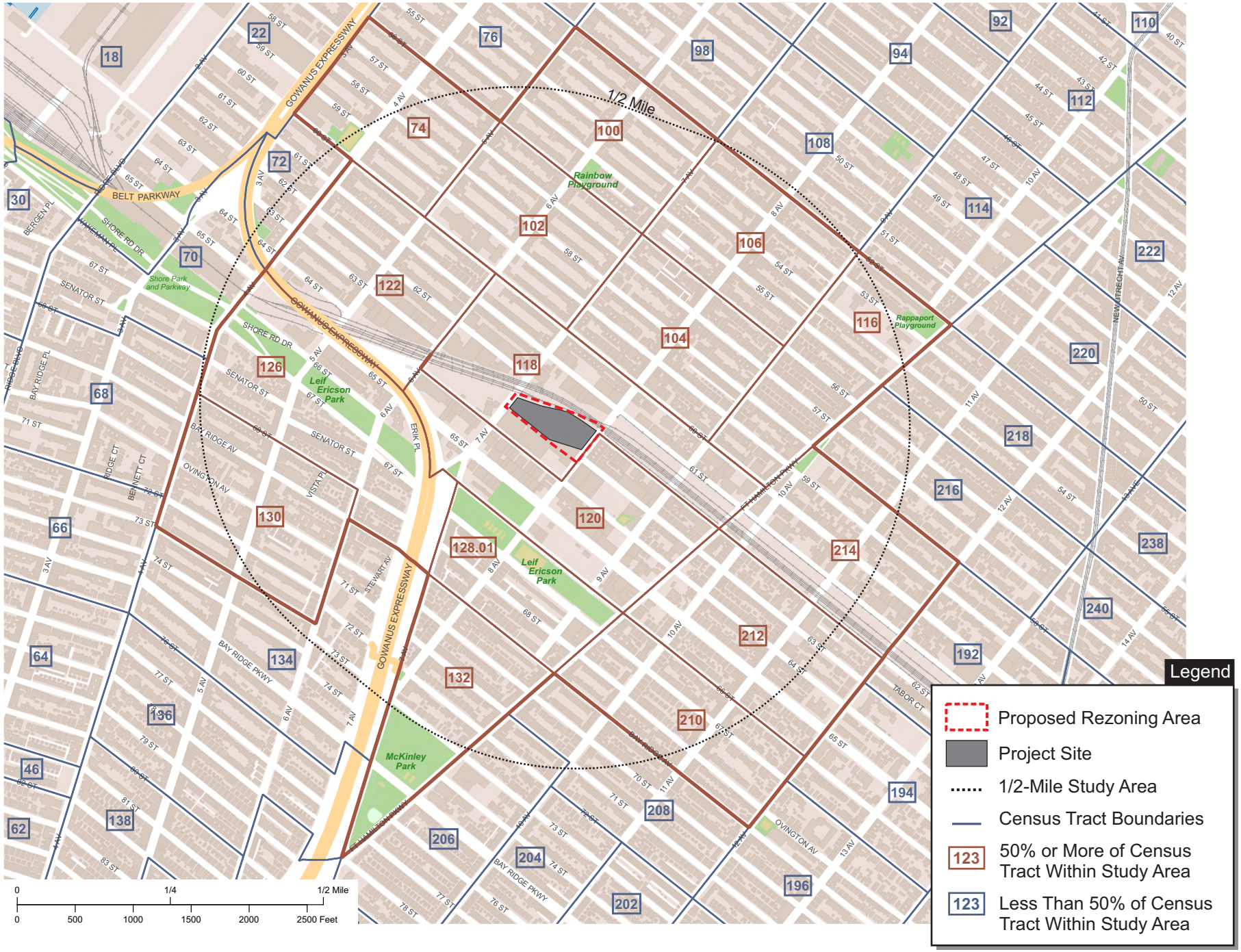
INDIRECT RESIDENTIAL DISPLACEMENT

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement can occur if a project either introduces a trend or accelerates a trend of changing socioeconomic conditions that leads to increased residential rents, which in turn may displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the analysis will address 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 more costly 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), 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, current market rate rents, and median household income. The preliminary assessment will carry out the following 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.

Figure 9: Socioeconomic Analysis Map



- *Step 2*: Determine if the Proposed Project's population is large enough to affect real estate market conditions in the study area. 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 Proposed Project on such trends. This evaluation will consider the following:
    - If the vast majority of the study area has already experienced a readily observable trend toward increasing rents and new market development, further analysis is not necessary. However, if such trends could be considered inconsistent and not sustained, a detailed analysis may be warranted.
    - If no such trend exists either within or near the study area, the actions could be expected to have a stabilizing effect on the housing market within the study area by allowing limited new housing opportunities and investment. In this circumstance no further analysis is necessary.
    - If those trends do exist near to or within smaller portions of the study area, the action could have the potential to accelerate an existing trend. In this circumstance, a detailed analysis will be conducted.

A detailed analysis, if warranted, 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 necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

INDIRECT BUSINESS DISPLACEMENT

The indirect business displacement analysis determines whether the Proposed Project may introduce trends that make it difficult for those businesses that provide products and services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of this analysis is to determine whether a proposed action has potential to introduce such a trend. The preliminary assessment will entail the following tasks:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, and employment data from the New York State Department of Labor and/or Census.
- Determine whether the Proposed Project would introduce enough of a new economic activity to alter existing economic patterns.
- Determine whether the Proposed Project would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.
- Determine whether the Proposed Project would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the Proposed Project could directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Project could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. Following *CEQR Technical Manual* guidelines, the detailed analysis would determine whether the Proposed Project would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

Based on the findings of the direct and indirect displacement assessments described above, a preliminary assessment of potential effects on specific industries will examine the following:

- Whether the Proposed Project would significantly affect business conditions in any industry or category of businesses within or outside the study area; and
- Whether the Proposed Project would indirectly substantially reduce employment or impair the economic viability in a specific industry or category of businesses.

The industries or categories of businesses that will be considered in this assessment are those specified in the North American Industry Classification System (NAICS) as promulgated by the U.S. Census Bureau.

TASK 4 - COMMUNITY FACILITIES AND SERVICES

As defined for CEQR analysis, community facilities are public or publicly funded schools, libraries, child care centers, health care facilities and fire and police protection. A project can affect community facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility. This chapter of the EIS will evaluate the effects on community services due to the Proposed Project.

The Proposed Project would not have a direct effect on community facilities, as there would not be a physical displacement or alteration of any community facilities. According to the *CEQR Technical Manual*, preliminary thresholds indicating the need for detailed analyses of indirect effects on community facilities are as follows:

- **Public Schools**: More than 50 new elementary/middle school or 150 high school students. For Brooklyn an increase of more than 121 units exceeds the threshold for elementary/middle school and more than 1,068 units for high school.
- **Libraries**: A greater than 5 percent increase in the ratio of residential units to libraries in the borough. For Brooklyn, this is equivalent to residential population increase of 734 residential units.
- **Health Care Facilities**: The ability of health care facilities to provide services for a new project usually does not warrant a detailed assessment under CEQR. Generally, a detailed assessment of health care facilities is included only if a proposed project would directly affect the physical operations of, or access to and from, a hospital or public health clinic, or if a proposed action would create a sizeable new neighborhood where none existed before.

- **Child Care Facilities** (*publicly funded*): More than 20 eligible children based on the number of new low/moderate-income residential units by borough. For Brooklyn, an increase of 110 low/moderate-income residential units exceeds this threshold.
- **Fire Protection**: The ability of the fire department to provide fire protection services for a new project usually does not warrant a detailed assessment under CEQR. Generally, a detailed assessment of fire protection services is included only if a proposed action would directly affect the physical operations of, or access to and from, a fire station house, or if a proposed action would create a sizeable new neighborhood where none existed before.
- **Police Protection**: The ability of the police department to provide public safety for a new project usually does not warrant a detailed assessment under CEQR. Generally, a detailed assessment of police protective services is included only if a proposed action would directly affect the physical operations of, or access to and from, a precinct house, or if a proposed action would create a sizeable new neighborhood where none existed before.

Based on these thresholds, the Proposed Project is not expected to trigger detailed analyses of public high schools, libraries, health care facilities, child care facilities (publically funded) or police and fire protection serving the Project Area. Furthermore, the creation of 50 affordable dwelling units below 80% AMI will not trigger the threshold of 110 affordable units in the Borough of Brooklyn. However, based on a projected incremental increase of 250 total residential units for the Project Area, the Proposed Project will require analyses for public elementary and intermediate schools. This chapter will therefore include analyses of public elementary and intermediate schools, following the guidance of the CEQR Technical Manual. These analyses would include the tasks described below.

PUBLIC ELEMENTARY AND MIDDLE SCHOOLS

The analysis of public elementary and middle schools will include the following tasks:

- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which a project is located (see **Figure 10**). Identify schools serving the Project Area and discuss the most current information on enrollment, capacity, and utilization from the Department of Education.
- Based on the data provided from the Department of Education, the School Construction Authority, and DCP, future conditions in the area without the Proposed Project will be determined.
- Based on methodology presented in the CEQR Technical Manual, the potential impact of students generated by the Proposed Project on public elementary and middle schools will be assessed.
- 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 occur, 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% in the With-Action condition; and (2) an increase of 5% or more in the collective utilization rate between the No-Action and With-Action conditions.

Figure 10: Public Elementary and Intermediate Schools Within CSD 20, Sub-district 1

TASK 5 - OPEN SPACE

The *CEQR Technical Manual* recommends performing an open space assessment if a project would have a direct effect on an area open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size (for the Proposed Development Site, an assessment would be required if the Proposed Project's population is greater than 200 residents or 500 employees).

While the Proposed Project would not directly displace an existing open space resource, they would result in new development that may directly affect existing open space resources in the surrounding area, primarily related to shadows impacts. In addition, the Development Site is located in an "underserved" area relative to open space resources and the Proposed Project would generate more than the relevant CEQR thresholds of 50 new residents and 125 new workers thereby requiring a detailed assessment of open space. Detailed open space analyses will be conducted for the residential and worker populations and will include the following:

- The total residential and workers populations of the open space study area will be determined based on 2010 Census data. Based on *CEQR Technical Manual* guidelines, the overall open space study area is defined as the area within a ½-mile radius from a Development Site adjusted to include all census tracts with at least 50 percent of their land area within this radius (see **Figure 11**). A ½-mile radius area will be analyzed relative to residential users of open space while a ¼-mile radius will be reviewed relative to nonresidential open space users;
- Inventory existing active and passive open spaces within the study area boundaries based on NYC Department of Parks and Recreation (DPR) information and field surveys. This inventory will specify the facility name, address, owner, acreage, percent of active and passive open space, the features of the facility, the condition of the facility, and the usage level of the open space resource. The total open space acreage, including the amount and percentage of active and passive open space within the study area, will be calculated;
- The open space ratio will be calculated for and compared to City guidelines to determine adequacy. According to the *CEQR Technical Manual*, open space ratios are expressed as the amount of open space acreage per 1,000 user population;
- Expected changes in future levels of open space supply and demand in the Build Year without the Proposed Project will be determined, based on projected new residential and commercial development and new open space resources to be created within the project study area. Open space ratios will be developed for the No-Build condition and compared to existing ratios to determine changes in future levels of open space adequacy;
- An assessment of the effects on open space supply and demand generated by the Proposed Project will be determined based on the project's new residential and worker populations and any new public open space areas to be created as part of the project. An assessment of the impacts of the Proposed Project will be based on a comparison of the open space ratios for the No-Build versus Build conditions. In addition to the quantitative analysis, qualitative analyses will be performed to determine whether the project induced changes would constitute a substantial change or represent an adverse effect to open space conditions; and
- If the results of the impact analysis identify a potential for significant impacts, potential mitigation measures will be discussed.

Figure 11 - Open Space Facilities and Census Tracts

TASK 6 - SHADOWS

The CEQR Technical Manual requires a shadows assessment for Proposed Project that would result in new structures greater than 50 feet in incremental height, or of any height if the Development Site is adjacent to, or across the street from, a sunlight-sensitive resource. Sunlight sensitive resources include publicly accessible open spaces, sunlight-sensitive features of historic resources, and natural features.

The Proposed Project would result in new 11 and 12-story buildings. In addition, there are open space resources located in the vicinity of the Project Area and the Proposed Project would create new green space on the Proposed Development Site. Therefore, a shadows analysis will be conducted following the methodology described in the CEQR Technical Manual to determine whether and to what extent new shadows would reach these resources and other nearby sunlight-sensitive resources. Tasks will include:

- Develop a base map illustrating the Project Area in relationship to publicly accessible open spaces, historic resources with sunlight-dependent features, and natural features in the area.
- Determine the longest possible shadow that could result from the Proposed Project to determine whether it could reach any sunlight-sensitive resources at any time of year.
- Develop a three-dimensional computer model of the elements of the base map developed in the preliminary assessment.
- Develop a three-dimensional representation of the Proposed Project.
- Using three-dimensional computer modeling software, determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Project on four representative days of the year.
- Document the analysis with graphics comparing shadows resulting from the No-Action scenario with shadows in the With-Action scenario, with incremental shadow highlighted in a contrasting color. Include a summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.
- Assess the significance of any shadow impacts on sunlight-sensitive resources. If any significant adverse shadow impacts are identified, identify and assess potential mitigation strategies.

TASK 7 - HISTORIC AND CULTURAL RESOURCES

The CEQR Technical Manual identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Historic resources include designated New York City Landmarks (NYCLs) and Historic Districts (NYCHDs); properties calendared for consideration as NYCLs by the Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation; properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing, or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks (NHLs).

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required if a project would have the potential to affect either archaeological or architectural resources. The historic and cultural resources analysis will include the following tasks:

- Consult with LPC regarding the potential archaeological sensitivity of the Proposed Development Site.
- Identify any known architectural resources within a 400-foot study area surrounding the Project Area. Conduct a field survey to identify any potential architectural resources that could be affected by the Proposed Project. Potential architectural resources comprise properties that appear to meet the eligibility criteria for NYCL designation and/or S/NR listing. Determinations of eligibility from LPC will be requested for any potential architectural resources. Map and briefly describe any identified architectural resources.
- Evaluate the potential for the Proposed Project to result in direct, physical effects on any identified architectural and archaeological resources pursuant to CEQR. Assess the potential for the Proposed Project to result in any visual and contextual impacts on architectural resources. Potential effects will be evaluated through a comparison of the future No-Action condition and the future With-Action condition.
- If necessary, mitigation measures to avoid or reduce potential significant adverse impacts on historic or cultural resources will be identified, in consultation with LPC.

TASK 8 - URBAN DESIGN AND VISUAL RESOURCES

According to the methodologies of the CEQR Technical Manual, if a project requires actions that would result in physical changes to a Development Site beyond those allowable by existing zoning and which could be observed by a pedestrian from street level, a preliminary assessment of urban design and visual resources should be prepared.

The Proposed Project would facilitate a development that would allow for additional FAR to be developed; therefore, a preliminary assessment of urban design and visual resources will be prepared as part of the EIS. The preliminary assessment will determine whether the Proposed Project, in comparison to the No-Action condition, would create a change to the pedestrian experience that is significant enough to require greater explanation and further study.

The study area for the preliminary assessment of urban design and visual resources will be consistent with that of the study area for the analysis of land use, zoning, and public policy (¼ mile, see **Figure 8**). The preliminary assessment will include a concise narrative of the existing area, the No-Action condition, and the future with the Proposed Project. The analysis will draw on information from field visits to the study area and will present photographs, zoning and floor area calculations, building heights, project drawings and site plans, and view corridor assessments.

A detailed analysis will be prepared if warranted based on the preliminary assessment. As described in the *CEQR Technical Manual*, 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. The detailed analysis would describe the urban design and visual resources of the project area and 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, in comparison to the No-Action condition, focusing on the changes that could potentially adversely affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 9 - HAZARDOUS MATERIALS

The *CEQR Technical Manual* identifies examples of projects where a hazardous materials assessment is warranted including rezonings (or other discretionary approvals) allowing commercial or residential uses in an area in or within close proximity to current or previous uses, including manufacturing and facilities listed in the Hazardous Materials Appendix of the Manual, which include dry cleaners, gas stations, etc. Sites with historical/urban fill also require assessment as do sites where underground and/or aboveground storage tanks (USTs or ASTs) are (or were) located on or near the site. As the Proposed Project would result in new residential and commercial development on a site currently used for parking and containing a railroad right-of-way and adjacent to areas zoned for manufacturing use and containing manufacturing uses and a subway line, there is the potential for significant hazardous materials impacts.

A Phase I Environmental Site Assessment (ESA) will be prepared for the Proposed Development Site in accordance with the ASTM Standard Practice for Environmental Site Assessments. If the Phase I ESA indicates the potential presence of hazardous materials contamination on the Development Site, an (E) designation will be placed on the property to assure that any such contamination is addressed prior to or in tandem with the development of the property.

In addition to the environmental database search, readily available public records will be requested and reviewed, where applicable. Freedom of Information Law (FOIL) requests will be submitted to various City and State agencies, including the New York State Department of Environmental Conservation (NYSDEC), the New York City Department of Health, the New York City Department of Environmental Protection (DEP), the New York City Fire Department (FDNY), and the New York City Department of Sanitation (DSNY), regarding the release of petroleum products and hazardous materials and other environmental concerns at the subject site. A database search will be conducted for the site on the New York City Department of Buildings (DOB) website. The hazardous materials assessment will include the following items:

- Review United States Geological Survey (USGS) topographical maps to ascertain the terrain. Available USGS and New York State Geological Survey documents will be examined with respect to surface and subsurface geological conditions, as well as the groundwater conditions, in the vicinity of the subject property;
- Review Sanborn Fire Insurance Maps to develop a profile of the historical uses of the property; and
- Perform field reconnaissance. Field reconnaissance will consist of:
    - Characterization of the range of uses and activities occurring on the Development Site;
    - Description of constituents most commonly associated with the various activities identified;
    - Notation of surrounding properties to assess potential impacts on the subject property;
    - Observation of illegal dumping of domestic refuse, hazardous waste, or construction debris on the site or in the area;
    - Evidence of electrical transformers or large capacitors on or adjacent to the subject property; and
    - Review of data for underground storage tanks and aboveground storage tanks (USTs and ASTs) in the project area.

- The mapping, literature, and field data will be evaluated to assess the potential for environmental concerns at the subject site. A summary of findings and conclusions will be prepared for inclusion in the EIS to determine where an (E) designation may be appropriate.

The (E) designation would require that the fee owner of the (E) designated site conduct a testing and sampling protocol, and remediation, where appropriate, to the satisfaction of the New York City Office of Environmental Remediation (OER) before the issuance of a building permit by the Department of Buildings. The (E) designation also includes mandatory construction-related health and safety plans which must be approved by OER.

TASK 10 - WATER AND SEWER INFRASTRUCTURE

According to the *CEQR Technical Manual*, a water and sewer infrastructure assessment analyzes whether a proposed project may adversely affect New York City's water distribution or sewer system and, if so, assess the effects of such projects to determine whether their impact is significant, and present potential mitigation strategies and alternatives. Under CEQR, public utilities are examined for their ability to accommodate a proposed development. Public utilities include water supply, sanitary sewer services, including Water Pollution Control Plants (WPCP), and storm sewers.

The Proposed Project would induce new development which would place additional demands on infrastructure. The infrastructure analysis will be undertaken in coordination with the Department of Environmental Protection regarding water and sewer system capacity and infrastructure issues in the area. An analysis will be conducted to determine the potential for the projected development to impact the City's infrastructure. The analysis will address the following areas:

WATER SUPPLY

- The existing water distribution system serving the proposed project area will be described based on information obtained from the DEP Bureau of Water Supply and Wastewater Collection;
- Current water usage in the area will be examined;
- Likely demand under the No-Build condition will be assessed, and the effects on the system will be described;
- Water demand for the projected development under the With-Action condition will be calculated; and
- The effects of the incremental demand on the system will be assessed to determine if there is sufficient capacity to provide and maintain adequate supply and pressure for the projected development as well as existing uses to remain in the area.

SEWAGE AND STORM WATER

- The existing sewer systems serving the project area will be described using information obtained from DEP. Existing and future flows to the Owls Head Water Pollution Control Plant (WPCP) that serves the area will be calculated and estimated. Information on existing sewer infrastructure in the area, including sanitary, storm, and combined sewer mains, regulators, interceptor sewers, outfalls, and other principal components of the local system will be provided based on available records;
- Recent problems with combined sewer overflows and back-ups during storm events will be addressed based on discussions with DEP;
- Changes in sewer conditions expected to occur under No-Build conditions will be identified based on information obtained from DEP;
- Information on sanitary sewage and storm water generation will be compiled for the projected development based on water usage estimates. The adequacy of sewer systems to meet demand generated by the projected development will be qualitatively assessed; and
- The effects of the incremental demand on the system will be assessed to determine whether there would be any impact on the WPCP or on its State Pollution Discharge Elimination System (SPDES) permit conditions.

TASK 11 - ENERGY

An EIS is to include a discussion of the effects of a proposed action on the use and conservation of energy, if applicable and significant, in accordance with CEQR. A detailed energy assessment is limited to actions that may significantly affect the transmission or generation of energy. For other actions, 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 an action is disclosed, as recommended in the *CEQR Technical Manual*.

While the Proposed Project do not meet the threshold for a detailed energy assessment, to support the Greenhouse Gas Emissions analysis, the EIS 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 will be estimated based on the average and annual whole-building energy use rates for New York City.

TASK 12 - TRANSPORTATION

In accordance with guidance prescribed in the CEQR Technical Manual, the evaluation of potential transportation-related impacts associated with a proposed development begins with screening assessments, which encompass the preparation of travel demand estimates (Level-1 screening analysis) and/or trip assignments (Level-2 screening analysis), to determine if detailed analyses would be warranted to address the potential impacts project-generated trips may have on the transportation system. If the Level-1 screening analysis results show that the Proposed Project would result in 50 or more peak hour vehicle trips, 200 or more peak hour transit trips (200 or more peak hour transit riders at any given subway station or 50 or more peak hour bus trips on a particular route in one direction), and/or 200 or more peak hour pedestrian trips, a Level-2 screening analysis would be undertaken. If the results of the Level-2 screening analysis show that the Proposed Project would generate 50 or more peak hour vehicle trips through an intersection,

50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers at any given station, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant transportation impacts. For the Proposed Project, these screening assessments are expected to show that detailed analyses of traffic, transit, pedestrians, vehicle/pedestrian safety, and parking for weekday and weekend peak periods would be required. The transportation scope of services is outlined below.

TRAVEL DEMAND PROJECTIONS AND SCREENING ASSESSMENTS

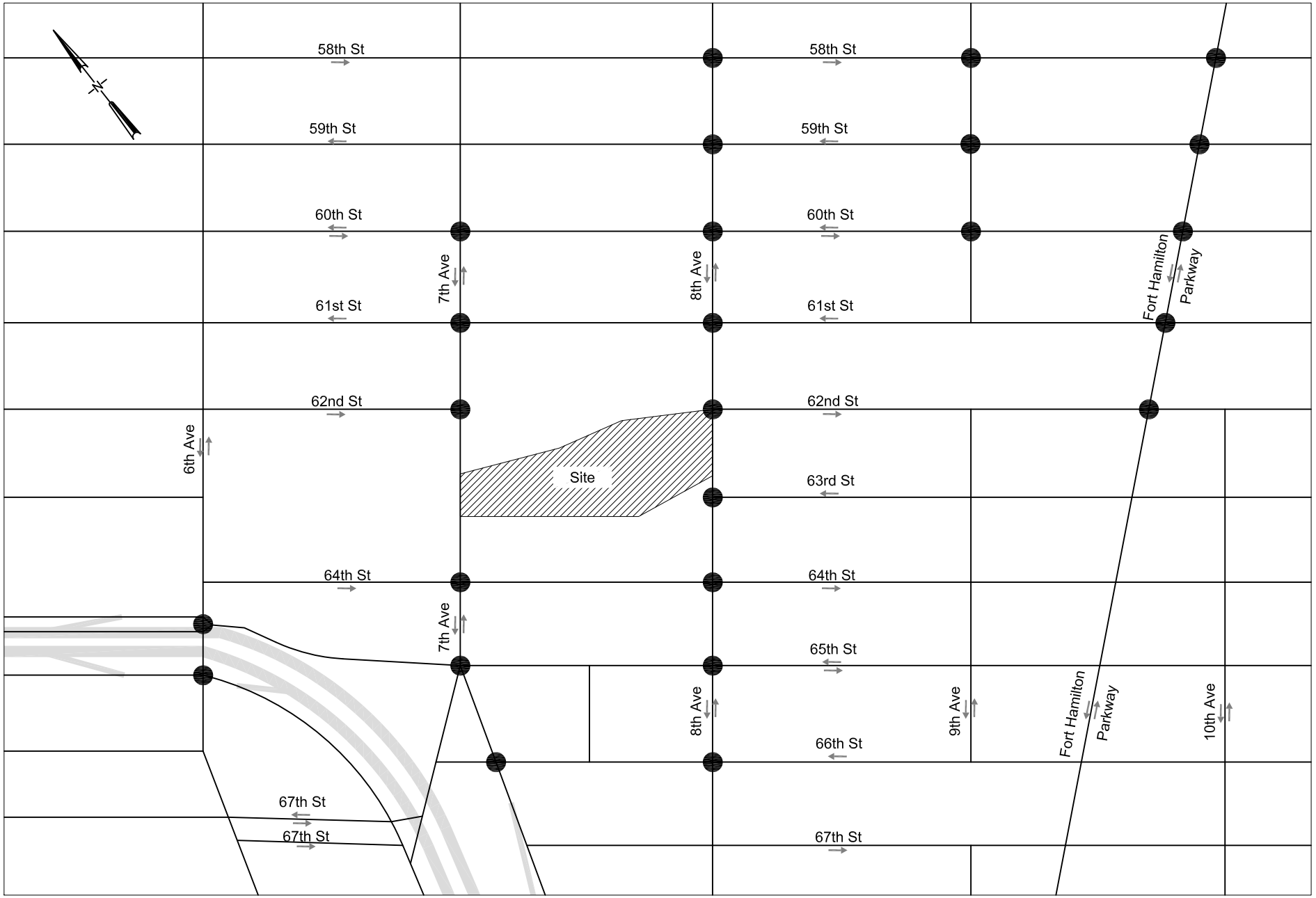
The transportation analysis for the EIS will compare the future with the Proposed Project to the No-Action scenario, to determine the trip-making increments that could occur as a result of the Proposed Project. Travel demand estimates and trip assignments will be prepared for the Proposed Project. The screening assessments entail evaluating the results of these trip estimates to identify the appropriate study areas for detailed analyses and summarize the findings in a Travel Demand Factors (TDF) memorandum for review and concurrence by the lead agency, the New York City Department of Transportation (DOT), and/or New York City Transit (NYCT). For technical areas determined to require further detailed analyses (i.e., traffic, parking, transit, and/or pedestrians), those analyses will be prepared in accordance with *CEQR Technical Manual* procedures.

TRAFFIC

Given the scale of the Proposed Project as well as the proposed mix of uses, a detailed analysis of traffic operations will be required for the weekday AM, midday, and PM, as well as the Saturday midday/afternoon peak periods. For purposes of this draft Scope of Work, up to 25 intersections are proposed for analysis as follows (see **Figure 12**):

1. 6th Avenue & 65th Street (north)
2. 6th Avenue & 65th Street (south)
3. 7th Avenue & 60th Street
4. 7th Avenue & 61st Street
5. 7th Avenue & 62nd Street
6. 7th Avenue & 64th Street
7. 7th Avenue & 65th Street
8. 7th Avenue (Northbound) & 66th Street
9. 8th Avenue & 58th Street
10. 8th Avenue & 59th Street
11. 8th Avenue & 60th Street
12. 8th Avenue & 61st Street
13. 8th Avenue & 62nd Street
14. 8th Avenue & 63rd Street
15. 8th Avenue & 64th Street
16. 8th Avenue & 65th Street
17. 8th Avenue & 66th Street
18. 9th Avenue & 58th Street
19. 9th Avenue & 59th Street
20. 9th Avenue & 60th Street
21. Fort Hamilton Parkway & 58th Street
22. Fort Hamilton Parkway & 59th Street
23. Fort Hamilton Parkway & 60th Street

Figure 12 - Preliminary Traffic Analysis Locations



Legend:

- Preliminary Traffic Analysis Location

24. Fort Hamilton Parkway & 61st Street
25. Fort Hamilton Parkway & 62nd Street

Data Collection and Baseline Traffic Volumes
Data collection efforts will be undertaken pursuant to CEQR Technical Manual guidelines. The traffic data collection program will include 9-day automatic traffic recorder (ATR) counts, intersection turning movement and vehicle classification counts, conflicting bike/pedestrian volumes, and an inventory of existing roadway geometry (including street widths, travel directions, lane markings, curbside regulations, bus stop locations, etc.) and traffic control. This program will also document existing driveway activities on the project block and consider data needs for the mobile source air quality analysis described in the next section. Official signal timing data will be obtained from DOT for incorporation into the capacity analysis described below. Using the collected traffic data, balanced traffic volume networks will be developed for the weekday AM, midday, and PM, and Saturday afternoon peak hours.

Existing Conditions Capacity Analysis
The traffic analysis will be performed in accordance with 2000 Highway Capacity Manual (HCM) procedures, using software approved by the lead agency and DOT. Analysis results for the weekday AM, midday, and PM, and Saturday peak hours will be tabulated to show intersection, approach, and lane group volume-to-capacity (v/c) ratio, average vehicle delay, and level-of-service (LOS). Congested vehicle movements will be described.

No-Action Condition Analysis
The future No-Action traffic volumes will incorporate *CEQR Technical Manual* recommended background growth plus trips expected to be generated by any nearby development projects. The same intersections selected for analysis under existing conditions will be assessed to identify changes in v/c ratio, average vehicle delay, and LOS. Notable deteriorations in service levels will be described.

With-Action Condition Analysis
Incremental vehicle trips associated with the Proposed Project will be overlaid onto the No-Action peak hour traffic networks, accounting for also changes in site access and circulation, for analysis of potential impacts. Vehicle movements found to incur delays exceeding the CEQR impact thresholds will be described. For these locations, traffic engineering improvement measures will be explored to mitigate the identified significant adverse traffic impacts to the extent practicable.

TRANSIT

Due to comparatively higher transit ridership on weekday commuter hours than other weekday and weekend time periods, the analysis of potential transit impacts typically focuses on the weekday AM and PM peak periods. Based on a preliminary travel demand forecast, it is assumed that the analysis of subway conditions will focus on one station in proximity to the Development Site – 8th Avenue and 62nd Street which is served by the N subway line. Field counts to document existing usage will be conducted at this station, and a quantitative analysis of the impact of the Proposed Project in the weekday AM and PM peak hours will be prepared.

The station elements (street stairs and fare control areas) to be analyzed will be those most likely

to be affected by demand from the projected development. The station impact analysis will include existing and No-Build conditions, as well as future Build conditions in the Project Build Year with the Proposed Project. Any potential impacts on this subway station will be identified using *CEQR Technical Manual* impact criteria. Mitigation needs will be identified and improvements or increases in service will be suggested, as appropriate.

The analysis of bus transit conditions will focus on three NYCT local bus routes located closest to the Development Site. These routes include the B9, B70, and B16. The bus line impact analysis will include existing and No-Build conditions, as well as With-Action conditions in the Project Build Year with the Proposed Project. Any potential impacts on these bus lines during the weekday AM and PM peak periods will be identified using *CEQR Technical Manual* impact criteria. Mitigation needs will be identified and improvements or increases in service will be suggested, as appropriate.

PEDESTRIANS

Detailed pedestrian analyses will be conducted for the weekday AM, midday, and PM, as well as the Saturday midday/afternoon peak periods. It is estimated that a pedestrian study area that is an equivalent of an one intersection (i.e., up to 4 corner reservoirs and 4 crosswalks) and their adjoining sidewalks (i.e, up to 8 sidewalks), primarily along paths leading to and from the 8th Avenue and the 62nd Street subway station.

The detailed pedestrian analysis will be conducted for the existing, No-Action, and With-Action conditions per CEQR guidelines, similar to the procedures described above for the traffic analyses. If significant adverse impacts are identified, improvement measures will be recommended to mitigate the impacts to the extent practicable.

VEHICLE/PEDESTRIAN SAFETY

The most recent three years of crash data will be obtained from the New York State Department of Transportation (NYSDOT) for the study area intersections to determine if any would be classified as high-accident locations, which according to the CEQR Technical Manual, are those that had 48 or more crashes or 5 or more bike/pedestrian-related crashes over a 12-month period. Where necessary, improvement measures will be identified to ameliorate unsafe conditions and to prevent the potential for significant adverse safety impacts.

PARKING

There are currently on-site parking spaces to accommodate the demand from the site's existing uses. Data will be provided to determine the existing on-site supply and utilization. In addition, an off-site assessment of off-street public parking supply and utilization and an inventory of on-street parking regulations for a ¼-mile surrounding the Project Area will be conducted. For the Proposed Project, a parking demand projection will be prepared to determine how the future demand could be accommodated on-site (accounting for the modified parking supply on the Proposed Development Site) or at surrounding parking resources and to identify potential parking shortfall, if any.

TASK 13 - AIR QUALITY

The vehicle trips generated by the Proposed Project 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 facilities will be analyzed to determine their effect on air quality. Potential impacts on surrounding uses from the heating and hot water systems that would serve the proposed buildings and the potential impact of existing stationary sources (major emission and industrial sources) would also be assessed. The effect of heating and hot water systems associated with large or major emission sources in existing buildings on the Proposed Development Site 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.
- Calculate emission factors for the parking facility analysis. Select emission calculation methodology. Compute vehicular cruise and idle emission factors for the proposed parking facilities associated with the traffic analysis performed for the reasonable worst-case development scenario, using the MOVES 2014a or latest mobile source emission model and applicable assumptions based on guidance by EPA, DEC, and the CEQR Technical Manual.
- Select appropriate background levels. Appropriate CO and PM background levels will be selected for the study area.
- Perform an analysis of CO and PM emissions from the proposed parking facilities. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from the proposed below-grade and surface parking facilities.
- Cumulative impacts from on-street sources and emissions from the parking facility will be calculated, where appropriate.
- Compare with benchmarks and evaluate impacts. Evaluate potential impacts by comparing predicted future CO and PM levels with standards, and de minimis criteria. If significant adverse impacts are predicted, recommend design measure to minimize impacts.

STATIONARY SOURCE ANALYSIS

- A detailed stationary source analysis will be performed using the EPA AERMOD dispersion model to estimate the potential impacts from the heating and hot water systems for the Proposed Project, including the potential effects on adjacent developments. Five years of recent meteorological data, consisting of surface data from the LaGuardia Airport National Weather Service Station, and concurrent upper data from Brookhaven, New York, will be used for the simulation modeling. Concentrations of nitrogen dioxide (NO2), sulfur dioxide (SO2) (if assuming fuel oil), and particulate matter (PM10 and PM2.5) will be determined at sensitive receptor locations on the Project Area, as well as at off-site locations to assess the cumulative effects of the stationary sources associated with the Proposed Project. Predicted values will be compared with and national ambient air quality standards (NAAQS) and de minimis criteria for PM2.5.

- An analysis of existing large and major sources of emissions (such as sources having federal and state permits) identified within 1,000 feet of the proposed Project Area will be performed to assess their potential effects on the Proposed Project. Industrial sources within 400-feet of the Project Area will also be assessed. Predicted criteria pollutant concentrations will be predicted using the AERMOD model compared with NAAQS and de minimis criteria for PM2.5.

TASK 14 - GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

In accordance with the *CEQR Technical Manual*, greenhouse gas (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_2e) metric tons per year. GHG emissions other than carbon dioxide (CO_2) 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.

- *Direct Emissions*: GHG emissions from Proposed Project on-site boilers used for heat and hot water, natural gas used for cooking, and fuel used for on-site electricity generation, if any, will be quantified. Emissions will be based on available project-specific information regarding the project's expected fuel use or carbon intensity factors specified in the *CEQR Technical Manual*.

- *Indirect Emissions*: GHG emissions from purchased electricity and/or steam generated off-site and consumed on-site during the Proposed Project's operation will be estimated.

- *Indirect Mobile Source Emissions*: GHG emissions from vehicle trips to and from the Proposed Development Site will be quantified using trip distances and vehicle emission factors provided in the CEQR Technical Manual.

- *Construction*: Emissions from Proposed Project construction and emissions associated with the extraction or production of construction materials will be qualitatively discussed. Opportunities for reducing GHG emissions associated with construction will be considered.

- *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 and quantified to the extent that information is available.

- *Consistency with the City's GHG Reduction Goal*: Consistency of the Proposed Project and the Proposed Project overall will be assessed. While the City's overall goal is to reduce GHG emissions by 30 percent below 2005 level by 2025, 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.

TASK 15 - NOISE

The noise analysis will examine impacts of ambient noise sources (e.g., vehicular traffic from adjacent roadways and surrounding playgrounds) on the proposed residential uses and the impacts of project-generated traffic on noise-sensitive land uses nearby. This will include noise monitoring to determine existing ambient noise levels. For CEQR purposes, it is assumed that a detailed analysis of the proposed development's mechanical equipment will not be required, because any HVAC equipment would be designed to meet applicable regulations. Consequently, the noise analysis will examine existing noise levels in the project area and the window/wall attenuation that would be required to provide acceptable interior noise levels at project buildings. The subtasks are as follows:

- *Select appropriate noise descriptors*: based upon CEQR criteria, the noise analysis would examine the 1-hour equivalent (Leq_1) and the L_{10} noise levels.
- Perform a screening analysis to determine whether there are any locations where there is the potential for the Proposed Project to result in significant noise impacts (e.g., doubling of traffic volume) due to project-generated traffic. If the results of the traffic study indicate that a doubling of traffic would occur, a mobile source noise analysis would be performed.
- *Select receptor locations*: receptor sites analyzed will include locations where high existing ambient noise levels could adversely affect new residential and other sensitive uses associated with the project.
- *Determine existing noise levels*: at each of the receptor sites identified above, 20-minute measurements would be performed during typical weekday AM, midday, and PM peak periods. Hourly L_{eq}, L_1, L_{10}, L_{50}, and L_{90} values will be recorded.
- *Determine future noise levels without the Proposed Project*: at each of the impact analysis receptor locations identified, determine noise levels without the Proposed Project using existing noise levels, acoustical fundamentals, and mathematical models.
- *Determine future noise levels with the Proposed Project*: at all of the receptor locations identified above, determine noise levels with the Proposed Project using existing noise levels, acoustical fundamentals, and mathematical models.
- *Determine amount of building attenuation required*: the level of building attenuation necessary to satisfy CEQR requirements is a function of the exterior noise levels and will be determined. Projected future noise levels will be compared to appropriate standards and guideline levels. As necessary, general noise attenuation measures needed for project buildings to achieve compliance with standards and guideline levels will be recommended.

TASK 16 - PUBLIC HEALTH

According to the *CEQR Technical Manual*, 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. 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.

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas,

such as air quality, water quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any one of these technical areas and DCP determines that a public health assessment is warranted, an analysis will be provided for that specific technical area.

TASK 17 - NEIGHBORHOOD CHARACTER

Neighborhood character is established by a number of factors, such as land use, zoning, and public policy; socioeconomic conditions; open space; urban design and visual resources; shadows; transportation; and noise. According to the guidelines of the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in one of the technical areas presented above, or when a project may have moderate effects on several of the elements that define a neighborhood's character.

Methodologies outlined in the *CEQR Technical Manual* will be used to provide an assessment of neighborhood character. Work items for this task are as follows:

- Based on other EIS sections, describe the predominant factors that contribute to defining character of the neighborhood surrounding the Project Area.
- Based on planned development projects, public policy initiatives, and planned public improvements, summarize changes that can be expected in the character of the area in the future without the Proposed Project.
- Assess and summarize the Proposed Project' effects on neighborhood character using the analysis of impacts as presented in other pertinent EIS sections (particularly socioeconomic conditions, open space, urban design and visual resources, shadows, traffic, and noise).

TASK 18 - CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The construction assessment will focus on areas where construction activities may pose specific environmental problems. As the Proposed Project will require substantial construction for an extended period of time and that project buildings would be completed and occupied during the later stages of project construction, construction impacts of the infill development will be a sensitive issue requiring detailed assessment. According to the *CEQR Technical Manual*, a large-scale development project with an overall construction period lasting longer than two years and that is near to sensitive receptors (i.e., residences, open spaces, etc.) should undergo a construction impact assessment. The construction impact assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors and will be based on a conceptual construction schedule for the Proposed Project.

Technical areas to be assessed include the following:

- *Transportation Systems.* This assessment will consider losses in lanes, sidewalks, off-street parking on the Proposed Development Site and projected future Development Sites, and effects on other transportation services (i.e., transit and pedestrian circulation) during the

construction periods, and identify the increase in vehicle trips from construction workers and equipment. Issues concerning construction worker parking and truck delivery staging will also be addressed. Based on the trip projections of activities associated with peak construction for the Proposed Project and those from project components that would have been completed and operational during peak construction, 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 a separate detailed analysis, such analysis will be prepared.

- *Air Quality.* A detailed dispersion analysis of construction sources will be performed to determine the potential for air quality impacts on sensitive receptor locations. Air pollutant sources would include combustion exhaust associated with non-road construction engines (e.g., cranes, excavators) and trucks operating on-site, construction-generated traffic on local roadways, as well as onsite activities that generate fugitive dust (e.g., excavation, demolition). The pollutants of concern include carbon monoxide (CO), particulate matter (PM), and nitrogen dioxide (NO_2). The potential for significant impacts will be determined by a comparison of model predicted total concentrations to the National Ambient Air Quality Standards (NAAQS), or by comparison of the predicted increase in concentrations to applicable interim guidance thresholds. The air quality analysis will also include a discussion of the strategies to reduce project related air pollutant emissions associated with construction activities.
- *Noise and Vibration.* A quantitative construction noise analysis will be prepared to examine potential noise impacts due to construction-related stationary and mobile sources. In the detailed construction noise analysis, existing noise levels will be determined by noise measurements performed at at-grade receptor locations. During the most representative worst-case time periods, noise levels due to construction of the Proposed Project will be predicted for each sensitive receptor. Based on the results of the construction noise analysis, if necessary, the feasibility, practicability, and effectiveness of implementing measures to mitigate significant construction noise impacts will be examined. Construction activities have the potential to result in vibration levels that may result in structural or architectural damage, and/or annoyance or interference with vibration-sensitive activities. A construction vibration assessment will be performed. This assessment will determine critical distances at which various pieces of equipment may cause damage or annoyance to nearby buildings based on the type of equipment, the building construction, and applicable vibration level criteria. Should it be necessary for certain construction equipment to be located closer to a building than its critical distance, vibration mitigation options will be proposed.
- *Other Technical Areas.* As appropriate, discuss other areas of environmental assessment for potential construction-related impacts, including but not limited to historic and cultural resources, hazardous materials, open space, socioeconomic conditions, community facilities, and land use and neighborhood character.

TASK 19 - ALTERNATIVES

The purpose of an alternative analysis is to examine development options that would tend to reduce action related impacts. The alternatives will be better defined once the full extent of the Proposed Project's impacts have been identified. The chapter will include a No-Action alternative. Additional alternatives may be identified in consultation with the lead

agency. The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 20 - MITIGATION

Where significant adverse impacts have been identified in the EIS, this chapter will describe the measures to mitigate those impacts. These measures will be developed and coordinated with the responsible city and state agencies, as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 21 - SUMMARY CHAPTERS

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

EXECUTIVE SUMMARY

Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the EIS to describe the Proposed Project, environmental impacts and measures to mitigate those impacts.

UNAVOIDABLE ADVERSE IMPACTS

Those impacts, if any, which could not be avoided and could not be practicably mitigated, will be described in this chapter.

GROWTH-INDUCING ASPECTS OF THE PROPOSED PROJECT

This chapter will focus on whether the Proposed Project would have the potential to induce new development within the surrounding area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

This chapter focuses on those resources, such as energy and construction materials, that would be irretrievably committed should the Proposed Project be built.