City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

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

Part I: GENERAL INFORMATION

PROJECT NAME Last-Mile Facility Text Amendment

1. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
25DCP067Y	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY NYC Department of City Planning			NAME OF APPLICANT NYC Department of City Planning,		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Douglas Rose, Director, Transportation Policy and Analytics		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 120 Broadway, 31st Floor		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10271
TELEPHONE (212)720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE (212)720-3295	EMAIL drose@planning.nyc.gov	

3. *Action Classification and Type*

SEQRA Classification

☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):

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

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

4. *Project Description*

The New York City Department of City Planning (DCP) proposes a citywide zoning text amendment that would introduce a City Planning Commission (CPC) special permit for new parcel delivery facilities in M and C8 districts.

Project Location

BOROUGH Bronx, Brooklyn, Queens, Staten Island, Manhattan	COMMUNITY DISTRICT(S) All	STREET ADDRESS N/A
TAX BLOCK(S) AND LOT(S) N/A		ZIP CODE N/A
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS N/A		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M, C8		ZONING SECTIONAL MAP NUMBER N/A

5. *Required Actions or Approvals* (check all that apply)

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

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☐ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Board of Standards and Appeals: ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

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

- ☐ LEGISLATION
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ 384(b)(4) APPROVAL
- ☐ OTHER, explain:
- ☐ FUNDING OF CONSTRUCTION, specify:
- ☐ POLICY OR PLAN, specify:
- ☐ FUNDING OF PROGRAMS, specify:
- ☐ PERMITS, specify:

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

- ☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
- ☐ OTHER, explain:

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

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

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

- ☐ SITE LOCATION MAP
- ☐ ZONING MAP
- ☐ SANBORN OR OTHER LAND USE MAP
- ☐ TAX MAP
- ☒ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
- ☐ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): Generic Action
Waterbody area (sq. ft.) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): N/A
Other, describe (sq. ft.): N/A

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): N/A
NUMBER OF BUILDINGS: N/A
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): N/A
HEIGHT OF EACH BUILDING (ft.): N/A
NUMBER OF STORIES OF EACH BUILDING: N/A

Does the proposed project involve changes in zoning on one or more sites? ☐ YES ☒ NO
If "yes," specify: The total square feet owned or controlled by the applicant:
The total square feet not owned or controlled by the applicant:

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: N/A sq. ft. (width x length)
VOLUME OF DISTURBANCE: N/A cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: N/A sq. ft. (width x length)

8. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2035
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: N/A
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☐ YES ☒ NO | IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: N/A

9. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

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

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

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

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures				
No. of dwelling units				
No. of low- to moderate-income units				
Gross floor area (sq. ft.)				
Commercial	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)				
Gross floor area (sq. ft.)				
Manufacturing/Industrial	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
Type				
Gross floor area (sq. ft.)				
Vacant Land	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," describe:				
Publicly Accessible Open Space	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," describe:				
PARKING				
Garages	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Attended or non-attended				
Lots	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," describe:				
POPULATION				
Residents	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify number:				
Briefly explain how the number of residents was calculated:				

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Businesses	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If "yes," specify the following:				
No. and type				
No. and type of workers by business				
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Other (students, visitors, concert-goers, *etc.*)	☐ YES ☐ NO	☐ YES ☐ NO	☐ YES ☐ NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification				
Maximum amount of floor area that can be developed				
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project				
Attach any additional information that may be needed to describe the project. If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☐	☒
(c) Is there the potential to affect an applicable public policy?	☒	☐
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. **To be provided in EIS**		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☒	☐
○ If "yes," complete the Consistency Assessment Form. **To be provided in EIS**		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of more than 200 residential units *or* 200,000 square feet of commercial space?	☐	☒
▪ If "yes," answer *both* questions 2(b)(ii) and 2(b)(iv) below.		
○ Directly displace 500 or more residents?	☐	☒
▪ If "yes," answer questions 2(b)(i), 2(b)(ii), and 2(b)(iv) below.		
○ Directly displace more than 100 employees?	☐	☒
▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.		
○ Affect conditions in a specific industry?	☒	☐
▪ If "yes," answer question 2(b)(v) below.		
(b) If "yes" to any of the above, attach supporting information to answer the relevant questions below. If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered.		
i. Direct Residential Displacement		
○ If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?	☐	☐
○ If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?	☐	☐
ii. Indirect Residential Displacement		
○ Would expected average incomes of the new population exceed the average incomes of study area populations?	☐	☐
○ If "yes:"		
▪ Would the population of the primary study area increase by more than 10 percent?	☐	☐
▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?	☐	☐
○ If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?	☐	☐
iii. Direct Business Displacement		
○ Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?	☐	☐
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve,	☐	☐

	YES	NO
enhance, or otherwise protect it?		
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	☐	☐
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	☐	☐
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	☒	☐
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	☒	☐
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
i. Early Childhood Programs		
○ Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent?	☐	☐
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
ii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?	☐	☐
○ If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?	☐	☐
○ If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?	☐	☐
iii. Libraries		
○ Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	☐	☐
○ If "yes," would the additional population impair the delivery of library services in the study area?	☐	☐
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of health care facilities in the area?	☐	☐
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
○ If "yes," would the project affect the operation of fire or police protection in the area?	☐	☐
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year.		

	YES	NO
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☒	☐
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. **To be provided in EIS**		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☐	☒
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
(c) If "yes" to either of the above, please provide the information requested in Chapter 10.		
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11 **See Draft Scope**		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☐
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☒	☐
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12 **See Draft Scope**		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☒	☐
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☒	☐
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☒	☐
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☒	☐
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☒	☐
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	☐	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than that listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☒	☐

	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. **To be provided in EIS**		
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): N/A		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
○ If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	☐	☐
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): N/A		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16 **See Draft Scope**		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☐	☒
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17 **See Draft Scope**		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☐
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☐	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☐
(c) Does the proposed project involve multiple buildings on the project site?	☐	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☒	☐
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18 **See Draft Scope**		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) Would the proposed project result in the development of 350,000 square feet or more?	☐	☐
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	☐	☐
○ If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19 **See Draft Scope**		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☐

	YES	NO
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☐
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☒	☐
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. **To be provided in EIS**		
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☒	☐
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise? **See Draft Scope**	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22 **See Draft Scope**		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☐
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☐
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☐
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☐
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☐
○ Closure of a community facility or disruption in its services?	☐	☐
○ Activities within 400 feet of a historic or cultural resource?	☐	☐
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☐
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☐
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

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

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	SIGNATURE	DATE
Douglas Rose	Douglas Rose	3.27.25

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

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

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

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy	☑	☐
Socioeconomic Conditions	☑	☐
Community Facilities and Services	☑	☐
Open Space	☑	☐
Shadows	☑	☐
Historic and Cultural Resources	☑	☐
Urban Design/Visual Resources	☑	☐
Natural Resources	☑	☐
Hazardous Materials	☑	☐
Water and Sewer Infrastructure	☑	☐
Solid Waste and Sanitation Services	☑	☐
Energy	☑	☐
Transportation	☑	☐
Air Quality	☑	☐
Greenhouse Gas Emissions	☑	☐
Noise	☑	☐
Public Health	☑	☐
Neighborhood Character	☑	☐
Construction	☑	☐

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☑ YES ☐ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

3. Check determination to be issued by the lead agency:

☑ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

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

☐ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE Director, Environmental Assessment and Review Division	LEAD AGENCY NYC Department of City Planning
NAME Stephanie Shellooe, AICP	DATE March 28, 2025
SIGNATURE	

Last Mile Facility Special Permit

Environmental Assessment Statement

CEQR Number

25DCP067Y

Lead Agency:

New York City Department of City Planning

March 28, 2025

ATTACHMENT A:
PROJECT DESCRIPTION

Attachment A: Project Description

I. INTRODUCTION

The Last-Mile Facility Text Amendment (the "Proposed Action") is a citywide zoning text that would introduce a City Planning Commission (CPC) Special Permit for new Parcel Delivery Facilities in M, Special Mixed-Use (MX), and C8 districts. A Parcel Delivery Facility is a type of distribution warehouse used primarily for unloading and sorting pre-packed goods and reloading those goods onto vehicles certified as Federal Highway Administration (FHWA) Vehicle Weight Classes 1-5 for final delivery. Little to none of the following activities occur - extended inventory storage, picking & packing, wholesale distribution, or retail.

With the rise of e-commerce and the fast, direct-to-consumer shipping, Parcel Delivery Facilities have become a more common part of New York City's logistic landscape. These facilities are a necessary step in getting goods to New Yorkers; however, they generate more trips than a traditional warehouse, impacting traffic, roadway safety and air quality. These challenges are exacerbated when large facilities are located near where people live. With demand for packages expected to continue, the Proposed Action intends to ensure more appropriate siting of future Parcel Delivery Facilities and encourage a more sustainable freight network. The analysis year for the Proposed Action is 2035.

II. PURPOSE AND NEED

The rise of e-commerce, changing consumer preferences and population growth have led to a proliferation of specialized e-commerce warehouses where parcels are quickly sorted before being sent to their final destinations. These specialized warehouses ("Parcel Delivery Facilities") play a critical role ensuring New Yorkers receive goods ordered online in a timely and efficient manner, but, as demand for deliveries grows, conflicts between the facilities that manage deliveries and city residents have become more acute.

In particular, large Parcel Delivery Facilities tend to create more traffic than other types of warehouses. That traffic and its related impacts on air quality and traffic safety is felt more by New Yorkers who live in industrial areas or on the border of residential and industrial areas. Parcel Delivery Facilities are not permitted in residential zoning districts, but they are sometimes sited in manufacturing districts as close to household consumers as possible in order to meet short delivery times.

The following paragraphs will define the types of warehouses being discussed, articulate current demand for these facilities and ways that demand is evolving, describe how zoning currently regulates warehouses and delivery facilities and the need for zoning updates to better regulate the delivery system for New Yorkers, and outline other government actions being taken to make the freight network more efficient.

The Proposed Action, described in Section III, intends to better regulate Parcel Delivery Facilities by creating more oversight and ensuring future facilities are sited appropriately.

Defining Parcel Delivery Facilities

A third of adult New Yorkers will receive a package today[1]. How someone orders an item at the click of a button and receives their package on their doorstep or in their lobby only a few days later is a logistical feat made possible with decentralized and localized delivery models. To meet demand for more, fast and reliable deliveries, parcel delivery companies and retailers have created a network of warehouses designed to handle the rapid turnover of goods for delivery to individual consumers. The last warehouse in this supply

[1] NYCDOT – Citywide Mobility Survey Results, https://www.nyc.gov/html/dot/downloads/pdf/2022-cms-report.pdf

chain, commonly referred to as a last-mile facility, is located near end-users and specializes in the final leg of a parcel's journey from being ordered to arriving at someone's door.

Much of New York City's warehousing space could arguably be considered last-mile, since businesses choose to locate here, where land is expensive, in order to be near a large customer base. For clarity, the Proposed Action and the following sections focus on a specific type of last-mile warehouse, a Parcel Delivery Facility.

A Parcel Delivery Facility is a type of distribution warehouse used primarily for unloading and sorting pre-packed goods and reloading those goods primarily onto vehicles certified as Federal Highway Administration (FHWA) Vehicle Weight Classes 1-5 for final delivery[2]. Unlike traditional warehouses, which have three primary functions of inventory storage, picking & packing[3], and delivery, Parcel Delivery Facilities are largely used for delivery. Additionally, Parcel Delivery Facilities have limited if any wholesale distribution or retail onsite (**Figure A-1: Examples of Parcel Delivery Facilities**).

Figure A-1: Examples of Parcel Delivery Facilities

280 Richards Street in Red Hook, Brooklyn (Top) and 55-90 48th Street in Maspeth, Queens (Lower)

Source: Street Smart by Cyclomedia

Current Zoning Regulating Warehouses

Zoning Regulations Within Industrially Zoned Areas

Last mile facilities, or Parcel Delivery Facilities, are not a named land use in the NYC Zoning Resolution (ZR). They are generally classified in Use Group IX(A) General Storage as Warehouses and are permitted as-of-right in industrially zoned areas, specifically, within C8 zoning districts (ZR 32-191), within M1, M2,

[2] Includes: pickup trucks, box trucks, and medium refrigerated trucks.

[3] Picking & packing is the act of selecting items from inventory (picking) and placing them in a box or mailer (packing) for shipping.

and M3 zoning districts (ZR 42-191), and in MX districts, which pair an M1 district with a Residence District (**Figure A-2: Areas Where Warehouses are Permitted As-of-Right**). The term "as-of-right" means that construction or use of a building for a particular purpose does not require review by the Department of City Planning or approval by the City Planning Commission or Board of Standards and Appeals. Most developments in the city are as-of-right.

Figure A-2: Areas Where Warehouses are Permitted As-of-Right

Zoning Regulations Within Commercial and Residential Zoning Districts

Generally, new warehouses (and, therefore, new Parcel Delivery Facilities under current zoning) are not permitted in residential or commercial districts (except C8). Post offices and micro-distribution facilities are permitted in some commercial zoning districts, as described below.

A micro-distribution facility is a named "use" within Use Group IX of the ZR and is permitted as-of-right in most commercial zoning districts with size limitations. A micro-distribution facility might carry out similar activities as a Parcel Delivery Facility but on a smaller scale. In C1 and C2 districts, which are thought of as local commercial districts, micro-distribution facilities are not permitted as-of-right in -1 through -4 suffix districts outside the Borough of Manhattan (ZR 32-192). In other C1 and C2 districts, the size of the facility is limited to 2,500 square feet (sf). In higher-density commercial areas (C4 through C7), facilities are limited to 5,000 sf on the ground floor and 10,000 above the ground floor. Such size limits may be increased by Special Permit; see ZR section 32-193 for more details. Micro-distribution facilities are not permitted in residential districts or C3/C8 zoning districts.

Retail and service establishments that provide postal or courier services are considered part of Use Group VI and are permitted as-of-right in all commercial and manufacturing zoning districts (except C3). An example is the UPS Store, a retail shop primarily supplying shipping and mailing services to in-person customers. Additionally, the United States Postal Service (USPS) is not subject to local zoning due to the federal supremacy clause of the United States Constitution and, therefore, is not required to follow the location and size regulations outlined in zoning.

Demand Drivers

The growth of e-commerce, changing consumer expectations and population growth have fueled demand for packages and the facilities that deliver those packages. From 2000 and 2023, the share of online retail as a percentage of total retail sales increased from 0.9% to 15.3%. Accordingly, supply chains have shifted from traditional retail models - where inventory is held at brick-and-mortar stores, comes in via a large truck and leaves with individual customers – to an e-commerce model. Today's system relies on short order fulfillment cycles, the time between a customer placing and receiving an order has shrunk dramatically. An order is received, fulfilled, packed and delivered within a few days or even hours.

While people have become accustomed to the convenience and choice offered by online shopping and quick delivery, the city's population also grew from 8 million people in 2000 to 8.8 million in 2020. These factors contributed to the dramatic increase in the overall number of packages moving through the five boroughs. In 2017, the earliest available citywide estimates, approximately 1.1 million packages were delivered on a typical day in New York City. Two years later, that figure grew to 1.8 million packages per day in 2019. Then in 2020, with the COVID-19 pandemic accelerating existing trends, approximately 2.3 million packages were delivered daily, an increase of nearly 30% in one year. By 2024, the number continued to rise, but at a slower rate – growing less than 10% in four years to 2.5 million deliveries per day[4].

Real Estate and Siting Considerations

Responding to demand, parcel delivery operators sought more space in New York City and the real estate market delivered. In the 2000s, there was a moderate increase in Parcel Delivery Facilities, followed by exponential growth in the 2010s and through the pandemic. As e-commerce growth has stabilized since 2022, the number of new Parcel Delivery Facilities opening has slowed, although interest in Parcel Delivery Facilities remains as the city's housing and economy continues to grow.

As described current zoning does not permit Parcel Delivery Facilities to locate outside of the city's manufacturing districts (except C8), though some long-standing facilities pre-date zoning and exist elsewhere in the city. New facilities must comply with zoning and thus seek real estate in manufacturing districts, but with a preference for those that have good access to consumer markets. Retailers promise and consumers expect speed. This expectation has placed tremendous pressure for Parcel Delivery Facilities siting in the manufacturing districts closest to where consumer demand is – the city's residential neighborhoods.

Operators of such facilities tend to prefer relatively large sites with room for vehicle maneuverability and fleet parking as well as ground floor space for ease of loading and unloading goods.

Further discussion of existing Parcel Delivery Facilities is in Section IV.

[4] Rensselaer Polytechnic Institute Center of Excellence for Sustainable Urban Freight Systems (2022).

Vehicles And Traffic

Large Parcel Delivery Facilities tend to create more traffic than traditional warehouses. Since these facilities tend to locate as close to consumers as possible in order to meet short delivery times, the traffic – and particularly the queueing and deployment of delivery vehicles - is felt most acutely by nearby residents.

Parcel Delivery Facilities have emerged as a use distinct from more general warehouses. Such facilities prioritize the movement of goods, rather than other warehousing activities like long to medium-term storage, assembly or pick and pack. They have high vehicle and goods throughput and may operate up to 24 hours a day. According to the Institute of Transportation Engineers (ITE), a standard warehouse on an average weekday generates 1.71 vehicles per 1,000 sf. Meanwhile, a parcel hub - the closest ITE typology to a Parcel Delivery Facility - generates 4.63 vehicles[5].

High vehicle trips can affect congestion, traffic safety and air quality. More vehicles on a particular section of roadway can increase the potential for crashes and other conflicts, particularly with pedestrians. In terms of air quality, the emissions associated with vehicles coming into and out of Parcel Delivery Facilities are not limited to the facility site itself but are experienced most acutely where vehicle concentration is greatest. The NYC Department of Health and Mental Hygiene reported in a 12-year analysis of air pollutant levels that "the concentrations of NO2, NO and PM2.5 continue to be higher in industrial zones with more diesel truck traffic, neighborhoods with large numbers of restaurants, and areas of higher traffic and building density." [6]

Most medium-duty vehicles associated with Parcel Delivery Facilities, such as walk-in or multi-stop trucks, continue to rely on diesel engines, while the light-duty options, like sprinter vans, typically run on gas. Parcel delivery operators have begun investing in electrifying their fleets, but it takes time and investment to acquire electric vehicles and to have the power and infrastructure to charge them. New York City's zoning code has also recently been updated to encourage carbon-neutral buildings and facilitate electric vehicle charging.

The high vehicle trip generation of Parcel Delivery Facilities is most felt by New Yorkers when facilities are located near residential districts. Since the number of vehicle trips is correlated to facility size and electric vehicle adoption remains a gradual process, large Parcel Delivery Facilities can have a greater effect on the health, safety and welfare of New Yorkers. For that reason, the Proposed Action seeks to minimize conflicts between Parcel Delivery Facilities and residences by encouraging new facilities to be environmentally sustainable and further from districts that permit residences.

Greening The Freight Network

The need to address land-use, traffic and air quality concerns related to Parcel Delivery Facilities is consistent with New York's larger interest in promoting a more sustainable freight network. The City is advancing policy for all points in the freight supply chain, from someone receiving their package to goods entering the five boroughs. Outlined below are some government-led initiatives aimed at making the delivery of goods citywide more sustainable.

Delivery Operations

Off-Hour Deliveries

Since 2009, NYC DOT has encouraged goods to be delivered to businesses during less busy hours to reduce daytime congestion, lower carbon emissions and enhance street safety. Most recently, the agency launched the Off-Hour Delivery (OHD) Incentive Program and application portal, which aims to shift 62,000

[5] Institute of Transportation Engineers, *Trip Generation Manual 11th Edition* (2021).

[6] NYC Department of Health and Mental Hygiene, *The New York City Community Air Survey: Neighborhood Air Quality 2008-2020* (2022).

daily trucks to off-peak hours by 2040. All NYC businesses involved in commercial deliveries are eligible to apply for one-time reimbursements to facilitate nighttime deliveries between 7 pm and 6 am. There are now over 1,100 OHD locations.

Truck Route Network Redesign

The New York City Truck Route Network plays a major role in the city's extensive freight infrastructure. NYC DOT is currently reviewing the existing network and plans to make recommendations for improvements, pursuant to Local Law 171 of 2023.

Maritime Freight Blue Highways

NYC DOT and NYC Economic Development Corporation (EDC) are piloting a program to facilitate new transloading operations of waterborne freight to sustainable last-mile delivery methods at City-owned marine facilities. Marine cargo services can help reduce the City's dependance on trucking. With the Proposed Action, a water-dependent Parcel Delivery Facility would be permitted as-of-right, as discussed in Section IV.

Shared Use Lockers

The NYC Department of Transportation (DOT)'s LockerNYC program launched in 2024 and has installed secure lockers on public sidewalks for people to receive and send packages. The program is designed to reduce delivery truck trips and cut down on package theft.

Micro-Hubs and Micro-Distribution

This year, NYC DOT is piloting curbside and off-street locations for truck operators to transfer deliveries to more sustainable modes, like cargo bikes, handcarts and small low-emission or electric vehicles for final delivery. In 2024, DCP modified zoning for commercial districts to allow micro-distribution facilities to encourage smaller-scale, more sustainable distribution activities (see Section IV for more zoning details). Comparatively, Parcel Delivery Facilities in industrially zoned areas (the subject of this environmental review) tend to be much larger in size.

Indirect Source Rule

The NYC Department of Environmental Protection (DEP) is exploring legislation that would allow the agency to regulate emissions associated with warehouse operations on an annual basis. The Proposed Action, meanwhile, is focused on the siting and opening of new Parcel Delivery Facilities.

Industrial Planning

The NYC Industrial Plan, outlined in Local Law 172-2023, aims to bolster the city's industrial sector by creating a comprehensive framework for the development and support of industrial and manufacturing businesses and jobs. It will explore how the city can best support the development of a modern, growing sustainable industrial economy and well-utilized industrial areas.

Vehicles & Charging

Truck Retrofits and Replacements

NYC DOT's Clean Trucks Program provides incentive funding for the replacement, retrofit or scrappage of older, heavy-polluting diesel trucks. The program was launched in 2012 in Hunts Point and expanded to NYC's Industrial Business Zones (IBZs) in 2020. Since then, it has replaced, retrofitted or retired over 700 diesel trucks, reducing particulate matter and nitrogen oxide.

Con Edison's PowerReady Incentive offers businesses, who are seeking to upgrade their sites to install medium- and heavy-duty vehicle charging infrastructure for their fleets, incentives that can cover up to 90

percent of the utility-side costs and up to 50 percent of customer-side costs of installing electric vehicle infrastructure (not including chargers) for qualifying sites.

Shared Truck Charging Depots

In 2024, EDC issued two, shared electric vehicle charging hub Requests for Proposals (RFPs) – one for medium- and heavy-duty vehicles in Staten Island, Queens and Manhattan and one for a freight-focused facility in Hunts Point in the Bronx. Both RFPs are aimed at accelerating the electrification of transportation infrastructure and reducing harmful air pollutants and particulate matter.

Commercial Cargo Bicycles

NYC DOT manages the largest cargo bike program in the country, encouraging companies to use cargo bicycles to make local deliveries. Since 2019, bicycles enrolled in the program have been able to load and unload in commercial vehicle loading zones and at designated cargo bicycle corrals.

E-Bike Safe Charging Accelerator

The City of New York with NYC DOT and the Fire Department of the City of New York (FDNY) started the NYC Safe Charging Accelerator in 2024. This initiative promotes sustainable deliveries by e-bikes and e-cargo bikes by expanding the availability of safe e-bikes and e-bike battery charging. The initiative includes clarifying battery charging regulations and guidance, allowing property owners to install battery charging and swapping cabinets on publicly owned land next to their buildings, launching an e-bike trade-in program for delivery workers, and installing wider bike lanes.

III. DESCRIPTION OF PROPOSED ACTION

The Department of City Planning (DCP) proposes a citywide zoning text amendment that would introduce a City Planning Commission (CPC) Special Permit for new Parcel Delivery Facilities in M, MX, and C8 districts. A Parcel Delivery Facility is a type of distribution warehouse used primarily for unloading and sorting pre-packed goods and reloading those goods onto vehicles certified as Federal Highway Administration (FHWA) Vehicle Weight Classes 1-5 for final delivery. Little to none of the following activities occur at these facilities: extended inventory storage, picking & packing, wholesale distribution, or retail.

In M/MX/C8 districts, new Parcel Delivery Facilities would not be subject to the Special Permit under the following conditions:

- The facility is less than 50,000 sf of floor area;
- The facility is water-dependent (WD). WD warehouses are described in the ZR as warehouses that ship or receive materials or products by water as evidenced by operational docking facilities on the zoning lot; or
- The facility is more than 500 feet (ft) from zoning districts that permit residences (R, C1-C6, and MX districts) and meet certain electric vehicle charging infrastructure standards to be specified by DCP

These exemptions would ensure that small facilities and facilities that meet the City's environmental and sustainability goals can be developed without requiring a future discretionary action to be sought.

Additionally, new Parcel Delivery Facilities on airport land or on property owned or leased by the United States Postal Service (USPS) would not be subject to the Proposed Action. The Port Authority of New York and New Jersey (the "Port Authority") operates New York City's major airports pursuant to a lease agreement with the City of New York, which does not require the Port Authority to comply with local zoning requirements in the use or operation of developments on airport property. Land owned or leased by the USPS is not subject to local zoning due to the supremacy clause.

IV. EXISTING CONDITIONS

Parcel Delivery Facilities are not a named land use in the NYC ZR. They are generally classified in Use Group IX(A) General Storage as Warehouses and are permitted as-of-right in M1, M2, M3, MX and C8 zoning districts (ZR 42-191). NYC's building classification list also lacks a specific code for Parcel Delivery Facilities and instead are generally classified as "E1 – general warehouse."

At the beginning of 2025, there were approximately 50 Parcel Delivery Facilities over 50,000 sf of building area in New York City, accounting for around 11 million sf in total. 47 of the sites are in M, MX, and C8 zoning districts, and an additional three are in non-conforming sites elsewhere in the city, meaning they existed prior to current zoning and would not be permitted if developed today in that location. More than half of the 47 facilities were developed in Subarea 1 (lots in M/C8 districts less than 500 ft from districts that permit residences and in MX districts, as further described below and referenced in **Figure A-3: Proposed Special Permit Areas of Applicability and Community District Boundaries**).

By borough, Queens had the most Parcel Delivery Facilities with 19, accounting for 5.2 million sf of building area. Queens was followed by Brooklyn and the Bronx with 14 and 8 Parcel Delivery Facilities, respectively (**Table A-1: Existing Condition, Number of Parcel Delivery Facilities Over 50,000 sf**). On average, Queens had larger facilities than Brooklyn and the Bronx. Manhattan had 5 facilities, totaling 1.6 million sf, while Staten Island had one 450,000 sf facility (**Table A-2: Existing Condition, Floor Area of Parcel Delivery Facilities**).

Table A-1: Existing Condition, Number of Parcel Delivery Facilities Over 50,000 sf

Borough	**Subarea 1:** *M, C8 < 500 ft from Districts that permit residences, MX*	**Subarea 2:** *M, C8 550+ ft from Districts that permit residences*	**Other:** *Non-conforming outside of M, MX, and C8*	**Total***
Bronx	5	3	0	8
Brooklyn	8	6	0	14
Manhattan	5	0	3	5
Queens	8	11	0	19
Staten Island	0	1	0	1
Citywide	**26**	**21**	**3**	**47***

*Existing parcel delivery facilities located in districts outside of M/MX/C8 districts are considered non-conforming and are not included in the total

Table A-2: Existing Condition, Floor Area of Parcel Delivery Facilities Over 50,000 sf

Borough	**Subarea 1:** *M, C8 < 500 ft from Districts that permit residences, MX*	**Subarea 2:** *M, C8 550+ ft from Districts that permit residences*	**Other:** *Non-conforming outside of M, MX, and C8*	**Total**
	(Sf '000s)			
Bronx	848	377	0	1,224
Brooklyn	1,052	1,204	0	2,256
Manhattan	1,410	226	234	1,636
Queens	2,432	2,817	0	5,250
Staten Island		450	0	450
Citywide	**5,742**	**4,848**	**234**	**10,759**

V. ANALYTICAL FRAMEWORK

A Reasonable Worst-Case Development Scenario (RWCDS) analytic framework will be used to analyze the possible impacts of introducing the proposed Special Permit. A RWCDS estimates and compares a No-Action future condition (where the Proposed Action is not implemented) with a With-Action future condition (where the Proposed Action is implemented) to understand the change in permitted development that may occur by creating the Special Permit.

The RWCDS begins with a description of "existing conditions" to establish a baseline, not against which the Proposed Action's effects are measured, but from which future conditions can be projected. Predicting future conditions begins with assessing existing conditions because these can be observed and measured. From this baseline, conditions expected in the future without the Proposed Action are evaluated (the No-Action condition). The No-Action condition considers changes that are known or expected to be in place by the future build year (see Analysis Year, below), independent of the Proposed Action. The No-Action condition is the baseline against which the effects of the Proposed Action can be measured. For this proposal, the areas directly affected are M, MX, and C8 zoning districts, where new Parcel Delivery Facilities are permitted as-of-right today and where the Special Permit would be applied in the future. After the future condition absent the proposed zoning text amendment is determined, the future condition with the proposed zoning text amendment is estimated (With-Action condition). The incremental difference between the No-Action and With-Action conditions serves as the basis for the environmental impact analyses. This framework is intended for analytical purposes and cannot precisely capture the character or totality of future Parcel Delivery Facility development, which is to a large extent unknown.

Prototypical Approach

The Proposed Action would apply citywide in M, MX, and C8 districts (with a few exceptions noted in the Description of Proposed Action). Per CEQR guidelines, since the Proposed Action has broad applicability, it is difficult to predict the universe of sites where development would be affected by the Proposed Action. Therefore, the Proposed Action will be analyzed in this environmental review as a "generic action." According to the CEQR Technical Manual, generic actions have wide application or affect the range of future alternative policies. Usually, these actions affect the entire city or an area so large that site-specific description or analysis is not appropriate. To analyze the potential environmental impacts of such actions, environmental reviews typically utilize a conceptual/prototypical analysis.

Additionally, the zoning districts that permit Parcel Delivery Facilities are relatively dispersed within New York City; and the siting of such facilities is driven by demand. These factors make it challenging to forecast where facilities will locate in the future. Therefore, DCP will develop prototypes to generically determine the potential environmental impacts that could occur in the With-Action condition. Based on existing trends and

reasonable projections, prototypical sites will be representative of recent Parcel Delivery Facilities, including purpose-built sites as well as a conversion of an existing warehouse. At least one prototype will account for development that may occur on a parcel near a zoning district that permits residences.

To account for development that may occur under the With-Action scenario, where a Parcel Delivery Facility would have been located under the No-Action Condition, at least one representative example will be developed. A representative example will consider industrial development. Although the Proposed Action is not anticipated to specifically induce other types of industrial development (as industrial development is already permitted as-of-right in M districts and numerous factors influence the kind of uses that are developed in any given area), it is the most plausible type of use given the zoning. The Proposed Action does not preclude other, non-industrial permitted uses from occupying the sites where a Parcel Delivery Facility would not be developed, but these other uses are relatively unlikely. Accordingly, the representative example analysis will focus on industrial uses, most likely a non-Parcel Delivery Facility warehouse use. These representative examples of industrial development will be selected based on recent trends in New York City and will be analyzed to better understand any potential environmental impacts associated with the With-Action scenario.

Areas Affected by The Proposed Action

The Proposed Action would introduce a CPC Special Permit for new Parcel Delivery Facilities in all M, MX, and C8 districts, where such facilities are permitted as-of-right today. Currently, 1.1 billion sf (25,750 acres) is zoned M, MX, and C8 in New York City (**Table A-3: Lot Area Zoned M, MX, and C8 by Community District (CD)**). The proposed Special Permit would effectively create two areas within these zoning districts based on a residential buffer. Subarea 1 consists of M and C8 districts less than 500 ft from zoning districts that permit residences (R, C1 – C6, MX districts). Subarea 2 comprises M & C8 districts more than 500 ft from zoning districts that permit residences (**Figure A-3**).

In Subarea 1, new parcel delivery development would be subject to a Special Permit, except in instances where this use encompasses less than 50,000 sf of floor area and where the use is water-dependent. In Subarea 2, the same exemptions would apply as well as an exemption for facilities with the EV-charging capacity described above. The proposal of these two areas acknowledges concerns DCP has heard related to the environmental effects of Parcel Delivery Facilities, particularly those facilities located near residences, while also understanding the critical role Parcel Delivery Facilities play in moving goods for the city.

Table A-3: Lot Area Zoned M, MX, and C8 by Community District (CD)

Borough	Community District	Lot Area *(Sf '000s)*	% of Total CD Area
Bronx	1	18,139	43%
	2	40,318	76%
	3	4,780	15%
	4	4,559	12%
	5	3,026	12%
	6	4,390	16%
	7	3,190	9%
	8	2,173	3%
	9	8,965	10%
	10	8,809	6%
	11	8,012	12%
	12	11,182	10%
Brooklyn	1	44,628	47%
	2	18,308	32%
	3	3,924	7%
	4	4,218	11%
	5	16,290	15%
	6	29,062	45%
	7	33,142	40%
	8	2,465	8%
	9	1,174	4%
	10	3,943	4%
	11	7,436	11%
	12	6,479	10%
	13	9,548	12%
	14	819	1%
	15	3,222	4%
	16	4,551	13%
	17	6,414	10%
	18	13,780	7%
Manhattan	1	2,509	7%
	2	11,057	41%
	3	2,045	6%
	4	16,231	40%
	5	4,327	15%
	6	1,855	7%
	7	22,832	35%
	8	1,614	2%
	9	1,705	7%
	10	642	3%
	11	5,368	10%
	12	3,966	6%
Queens	1	59,909	45%
	2	47,196	52%
	3	2,182	4%
	4	2,672	6%
	5	25,815	16%
	6	2,157	4%
	7	48,701	16%
	8	0	0%
	9	6,066	8%
	10	13,316	11%
	11	835	0%
	12	13,592	7%
	13	225,832	50%
	14	8,725	4%
Staten Island	1	61,307	19%
	2	102,371	22%
	3	99,661	20%
Citywide*		**1,121,426**	20%

**Citywide total does not include Community Districts 227, 356, 480, 481 and 483 because they are wholly parks or airports.*

Figure A-3: Proposed Special Permit Areas of Applicability and Community District Boundaries

R, C1 – C6, and MX districts permit residences.

Analysis Year

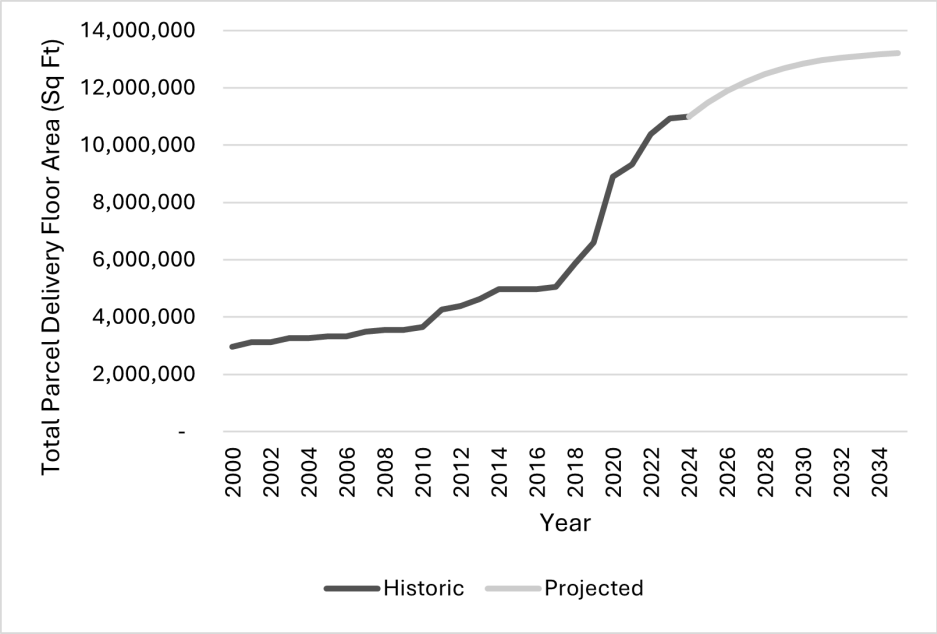
In line with best practices outlined in the CEQR Technical Manual, a 2035 analysis year is assumed for environmental review purposes. CEQR requires analysis of the Proposed Action's effects on its environmental setting. For those projects that would be implemented quickly following approval, the current environment would be the appropriate environmental setting. However, proposed projects typically are completed and become operational at a future date, and therefore, the environmental setting is the environment as it would exist at project completion and operation. Therefore, future conditions must be projected. This prediction is made for a particular year, generally known as the “analysis year” or the “build year”.

As discussed in the CEQR Technical Manual, for some generic actions, where the build-out depends on market conditions and other variables, the build year cannot be determined with precision. In these cases, per CEQR guidelines, a build year ten (10) years in the future is considered reasonable, as it captures a typical cycle of market conditions and represents a timeframe within which predictions of future development may be made without a high degree of speculation. This is a typical time frame for area-wide rezonings not associated with a specific development, since it is assumed to be the length of time over which developers would act on the change in zoning and the effects of the Proposed Action would be experienced. Therefore, an analysis year of 2035 will be used for this environmental review.

VI. FUTURE WITHOUT THE PROPOSED ACTION (NO-ACTION CONDITION)

It is not possible to project with certainty the number and location of Parcel Delivery Facilities that could be developed in the No-Action condition. However, to complete a thorough environmental analysis and understand the potential impacts of the Proposed Action, a reasonable and conservative framework has been developed. This framework is based on parcel delivery development trends since 2000. Between 2000 - 2024, there were 39 new Parcel Delivery Facilities (over 50,000 sf) established, totaling 8,096,000 sf. As discussed in Section VI "Existing Conditions," historical development has been non-linear and displays a trajectory consistent with logistic growth. Therefore, an endogenous logistic growth model (S-curve model) was used to project the No-Action scenario. The model consists of fitting a logistic growth trend on the observed Parcel Delivery Facility square footage data from the year 2000 to the year 2024 and using that same trend to project into the future.

Figure A-4: Historic and Projected Cumulative Floor Area of Parcel Delivery Facilities Over 50,000 Sf, 2000 – 2035



Only sites that went into operation on or after the year 2000 were used in the projection calculation.

Over the next decade, it is estimated that an additional 2,227,000 sf of parcel delivery floor area will open. Assuming these facilities are, on average, similar in size to existing conforming facilities (229,000 sf) this equates to approximately 10 new Parcel Delivery Facilities over 50,000 sf opening by 2035. This would be a 20% increase in Parcel Delivery Facilities and a 21% increase in parcel delivery floor area citywide by 2035 (analysis year) compared to the existing condition. On average, this would be one facility or 222,700 sf opening per year. Absent the Proposed Action, it is plausible to assume the new facilities would locate across the city following the existing condition distribution with approximately half of development in Subarea 1 and half in Subarea 2. This would mean five new facilities in both Subarea 1 and Subarea 2. (**Table A-4: No-Action Condition, Projected Number of Parcel Delivery Facilities Over 50,000 sf**).

Table A-4: No-Action Condition, Projected Number of Parcel Delivery Facilities Over 50,000 sf

Subarea 1: *M, C8 < 500 ft from Districts that permit residences, MX*	**Subarea 2:** *M, C8 550+ ft from Districts that permit residences*	**Total**
5	5	**10**

VII. FUTURE WITH THE PROPOSED ACTION (WITH-ACTION CONDITION)

As in the No-Action condition, it is not possible to project with certainty the number and location of Parcel Delivery Facilities that would be developed in the With-Action condition. Nevertheless, for the purposes of environmental review, a reasonable and conservative framework based on past parcel delivery development trends and other plausible assumptions was developed and explained in this section. The framework allows for an analytical approach but is not intended to capture the character or totality of future parcel delivery development, which is largely unknown.

The Proposed Action is to create a CPC Special Permit for new Parcel Delivery Facility operations, introducing a discretionary approval process into what is currently an as-of-right environment. Pursuing a Special Permit can add time, cost, and uncertainty to projects compared to an as-of-right development.

It is reasonable to assume the Proposed Action would shift the development of new Parcel Delivery Facility operations to locations outside the geographies where the proposed Special Permit would apply. The No-Action anticipated growth in the number of Parcel Delivery Facilities; outlined below are hypothetical scenarios of how those operators who intended to grow in the No-Action may respond to the Proposed Action.

Potential Scenarios

1. Seek the Special Permit and continue as planned.
2. Shift location within NYC to be outside the buffer and invest sufficiently in electric vehicle infrastructure.
3. Find an alternative site just outside of NYC.
4. No longer pursue a new site and instead intensify operations at existing sites.
5. No longer pursue one site of 50,000 sf and instead find one or two under 50,000 sf.

There is great uncertainty about which scenarios will be most prevalent, and the following assumptions were made to estimate the With-Action condition.

<u>Scenario 1: Seek Special Permit</u>

One Parcel Delivery Facility is estimated to have a Special Permit approved by the analysis year. Parcel delivery facilities often need to be located near population centers, so it could be assumed that some projects would seek a Special Permit in M/C8 districts less than 500 ft from districts that permit residences.

The most recent comparable Special Permits to the Proposed Action, the Self-Storage Special Permit (adopted 2017) and the M1 Hotel Special Permit (adopted 2018), serve as a guide to the usage of the Proposed Action. Since their respective adoptions, only two self-storage Special Permits have been approved (0.28 approvals per year), and zero M1 Hotel Special Permits have been approved (0 approvals per year). Taking the average of both, it is assumed that only one Parcel Delivery Facility Special Permit would be approved by the analysis year, and it would be located in Subarea 1, where the Special Permit is necessary.

Scenario 2: Shift Location Within New York City and Invest in Electric Vehicle Infrastructure

It is estimated that six new facilities would follow this scenario (all in Subarea 2). A portion of these facilities may also have been developed under the No-Action Condition, while others, if not for the Proposed Action, may have located in Subarea 1. All of these would require electric vehicle-charging capacity.

Scenarios 3, 4, and 5: Other

The Proposed Action could increase Parcel Delivery Facility development in counties neighboring New York City, such as Westchester and Nassau in New York State and Bergen or Hudson in New Jersey, where land tends to be more available and less expensive. This assumption is reasonable because these nearby counties have warehousing today that serves the five boroughs. While CEQR procedures pertain to proposed discretionary actions specifically taking place within the boundaries of New York City, for a conservative analysis, the DEIS will include a qualitative assessment of this scenario's environmental effect on the City.

The importance of being as close as possible to the New York City market means some future Parcel Delivery Facilities would continue to locate within city boundaries. Proximity to those receiving parcels reduces travel time from facility to end destination in both absolute distance and in time, by minimizing potential for traffic congestion and delays.

In other circumstances, a developer may open one or two Parcel Delivery Facilities of less than 50,000 sf of building area in lieu of one larger facility to be exempt from the Special Permit. However, there is an efficiency of scale to parcel delivery development so this instance may be limited. There are a few examples of existing Parcel Delivery Facilities under 50,000 sf, but it has not been a recent trend to develop at this size and is generally seen as uneconomical.

A Parcel Delivery Facility operator with an existing footprint in New York City could also intensify their operations at existing facilities rather than develop a new facility under the Special Permit process. It is plausible to assume an operator would seek a new facility if their existing facilities were no longer adequate so this scenario may not be that prevalent.

For the purpose of environmental review, it is assumed one facility that would have been built in the no-action would follow each of the three scenarios outlined above (Scenarios 3, 4 and 5).

Cumulative Impacts of Scenarios

Overall, by 2035, it is estimated that in the With-Action seven new facilities over 50,000 sf would be developed in NYC – an increase of 15% in Parcel Delivery Facilities from existing conditions. This would amount to less than one facility per year. High demand for consumer goods with fast shipping and related distribution space will continue to drive the industry to seek and find siting opportunities in New York City, with or without the Proposed Action.

Table A-5: With-Action Condition, Projected Number of Parcel Delivery Facilities Over 50,000 sf

Subarea 1: *M, C8 < 500 ft from Districts that permit residences, MX*	**Subarea 2:** *M, C8 550+ ft from Districts that permit residences*	**Total**
1	6	**7**

VIII. NO-ACTION AND WITH-ACTION COMPARED

The No-Action condition forecasted that 10 new Parcel Delivery Facilities or 2,227,000 sf of parcel delivery floor area would be developed in New York City between 2025 and the analysis year (2035). Around half of the development would be within Subarea 1 and half in Subarea 2. Meanwhile, the With-Action condition projected seven new facilities. Less than 15% of projected sites would be within Subarea 1 and 85% would be in Subarea 2.

Comparing the two, the With-Action condition anticipates that three fewer facilities over 50,000 sf would be developed within NYC (**Table A-6: No-Action and With-Action Conditions Compared, Projected Number of Additional Parcel Delivery Facilities Over 50,000 sf**). The With-Action condition also expects more development would occur in M and C8 districts more than 500 ft from R, C1-C6, and MX districts. The Proposed Action is expected to decrease the total number of new Parcel Delivery Facilities and the amount of additional parcel delivery floor area, while also shifting where new development occurs. The With-Action condition represents fewer, new facilities than the No-Action condition and anticipates those facilities would generally be located further from districts where residences are permitted and would have electric vehicle charging capacity.

The Special Permit, demonstrated by the With-Action condition, is expected to help address concerns related to recent parcel delivery development while providing an appropriate path for siting new facilities critical to New York City's logistic landscape. By shifting potential future development and encouraging electric vehicle charging, the Proposed Action acknowledges issues of poor air quality from vehicle emissions, issues exacerbated by the high number of trips generated by Parcel Delivery Facilities and by large facilities located near where people live. The Special Permit would not affect Parcel Delivery Facilities as they exist today; Special Permits apply to future development.

Table A-6: No-Action and With-Action Conditions Compared, Projected Number of Additional Parcel Delivery Facilities Over 50,000 sf

Condition	**Subarea 1** *M, C8 < 500 ft from Districts that Permit Residences, MX*	**Subarea 2** *M, C8 500+ ft from Districts that Permit Residences*	**Total**
No-Action	5	5	**10**
With-Action	1	6	**7**
Difference	-4	+1	**-3**

IX. REQUIRED APPROVALS AND REVIEW PROCEDURES

The proposed Zoning Text Amendment encompasses a discretionary action that is subject to the Uniform Land Use Review Procedure (ULURP), as well as pursuant to Section 200 of the City Charter, and the City Environmental Quality Review (CEQR) process.

The Proposed Action to introduce a City Planning Commission Special Permit for new last-mile facilities is classified as Type I, as defined under 6 NYCRR 617.4 and 43 RCNY 6-15, subject to environmental review in accordance with CEQR guidelines.

ATTACHMENT B:

EAS PART II: TECHNICAL ASSESSMENT

Attachment B: EAS Part II – Technical Assessment

The 2021 *City Environmental Quality Review (CEQR) Technical Manual* defines thresholds for each technical area which, if met or exceeded, require that a detailed technical analysis be undertaken. Preliminary screening assessments were conducted for the Proposed Project using the guidelines presented in the *CEQR Technical Manual* to determine whether detailed analysis of a given technical area is appropriate. These assessments are provided in this attachment.

As described in Attachment A, "Project Description", the Proposed Action would introduce a City Planning Commission (CPC) Special Permit for new Parcel Delivery Facilities in M, Special Mixed-Use (MX), and C8 districts. A Parcel Delivery Facility is a type of distribution warehouse used primarily for unloading and sorting pre-packed goods and reloading those goods onto vehicles certified as Federal Highway Administration (FHWA) Vehicle Weight Classes 1-5 for final delivery. Little to none of the following activities occur at these facilities: extended inventory storage, picking & packing, wholesale distribution, or retail.

In M/MX/C8 districts, new Parcel Delivery Facilities would not be subject to the Special Permit under the following conditions:

- The facility is less than 50,000 square feet (sq ft) of floor area;
- The facility is water-dependent (WD). WD warehouses are described in the Zoning Resolution as warehouses that ship or receive materials or products by water as evidenced by operational docking facilities on the zoning lot; or
- The facility is more than 500 feet from zoning districts that permit residences (R, C1-C6, and MX districts) and meet certain electric vehicle charging infrastructure standards to be specified by the New York City Department of City Planning (DCP)

Additionally, new Parcel Delivery Facilities on airport land or on property owned or leased by the United States Postal Service (USPS) would not be subject to the Proposed Action. The Port Authority of New York and New Jersey (the "Port Authority") operates New York City's major airports pursuant to a lease agreement with the City of New York, which does not require the Port Authority to comply with local zoning requirements in the use or operation of developments on airport property. Land owned or leased by the USPS is not subject to local zoning due to the supremacy clause.

Since the Proposed Action has broad applicability, it is difficult to predict the universe of sites where development would be affected by the Proposed Action. The Proposed Action will be analyzed as a "generic action." Generic actions are programs and plans that have wide application or affect the range of future alternative policies. Usually, these actions affect the entire city or an area so large that site specific description or analysis is not appropriate. DCP cannot predict with certainty where new Parcel Delivery Facilities will locate in the future. Parcel Delivery Facilities and the zoning districts that permit them are relatively dispersed within New York City (NYC), and the siting of these facilities is demand driven. As such, this is a generic, city-wide action and the potential impacts of Parcel Delivery Facility development in the future No-Action and With-Action conditions will be analyzed by means of a prototypical analysis, which will be based on existing trends and reasonable projections for the future. The effects of the Proposed Action on all CEQR technical areas will be assessed, if appropriate. It is expected that the full effects of the Proposed Action would occur within a ten-year timeframe, resulting in an analysis year of 2035.

I. 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. Even when there is no potential for a project to be inconsistent or affect land use, zoning, or public policy, a description of these issues will provide information for use in other technical areas. A preliminary assessment, which includes a basic description of existing and future land uses and zoning, is generally appropriate for projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. A detailed analysis of land use is appropriate if a project would result in a significant change in land use or would substantially affect regulation or policies governing land use. *CEQR* also requires a detailed assessment of land use conditions if a detailed analysis has been deemed appropriate for other technical areas.

Consistent with *CEQR Technical Manual* guidelines, a preliminary assessment of land use, zoning, and public policy is warranted, and will be provided in the Draft Environmental Impact Statement (DEIS), as described in the Draft Scope of Work ("Draft Scope"). Additionally, a Consistency Assessment Form will be completed for the New York City Waterfront Revitalization Program.

II. SOCIOECONOMIC CONDITIONS

According to the *CEQR Technical Manual,* 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 and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. A socioeconomic assessment should be conducted if a project may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if a project would directly displace a residential population, substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if a project would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area. Although the Proposed Action is not anticipated to result in residential or business displacement, the DEIS will assess the Proposed Action's potential to impact each of the five principal socioeconomic condition issues of concern, as described in the Draft Scope.

III. COMMUNITY FACILITIES

The *CEQR Technical Manual* states that a community facilities assessment is appropriate if a project would have a direct effect on a community facility or if it would have an indirect effect by introducing new populations that would overburden existing facilities. New residential developments tend to affect facilities, such as public schools, day care centers, libraries, and hospitals.

Although the Proposed Action would not result in new residential development, a preliminary screening assessment of any potential impacts on community facilities and services will be provided in the DEIS.

IV. OPEN SPACE

The *CEQR Technical Manual* indicates that an open space assessment is typically warranted if an action would directly affect an open space or if it would increase the population by more than 200 residents or 500 nonresidents.

The Proposed Action is a citywide action that would result in development that may have direct or indirect effects on open space. Consistent with the Draft Scope, the DEIS will consider the Proposed Action's potential to adversely affect open space based on a prototypical analysis.

V. SHADOWS

The *CEQR Technical Manual* notes that a shadow assessment is required for a proposed project that would result in a new structure(s), or addition(s) to existing structure(s) that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. Such resources include publicly accessible open spaces, important sunlight-sensitive natural features, or historic resources with sun-sensitive features.

As the specific location of future development projects is unknown, a shadows assessment will be provided to determine how project-generated shadows would affect sunlight-sensitive resources. The assessment will be explored further in the DEIS as described in the Draft Scope.

IV. HISTORIC AND CULTURAL RESOURCES

A historic and cultural resources assessment is required if there is potential to affect either archaeological or significant architectural resources. Impacts on archaeological resources are considered for those land areas directly affected by a proposed project. An assessment of impacts on historical resources must take into consideration the full range of direct, visual, and contextual effects posed by a proposed project. This includes the Proposed Action's effects on designated New York City Landmarks (NYCLs) and Historic Districts; properties calendared for consideration as NYCLs by the New York City Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation (NYCL-eligible); properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), 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; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements).

The Proposed Action could result in ground disturbance. Although it is not possible to evaluate the impacts of any specific development as the specific location of future development projects is unknown, the historic and cultural resources assessment will be provided in the DEIS as described in the Draft Scope and will analyze the potential for significant adverse impacts based on a prototypical analysis.

V. URBAN DESIGN AND VISUAL RESOURCES

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

It is not possible to evaluate the impacts of any specific development, as the specific location of future development projects is unknown. As described in the Draft Scope, the DEIS will consider the Proposed Action's potential to adversely affect urban design and visual resources by assessing prototypical sites.

VI. NATURAL RESOURCES

The *CEQR Technical Manual* states that a natural resource is defined as a plant or animal species and any area capable of providing habitat for plan and animal species or capable of functioning to support environmental systems and maintain the City's environmental balance. An assessment of such natural resources is appropriate if a natural resource exists on or near the site of the Proposed Action, or if the action involves disturbance of that resource.

It is not possible to evaluate the impacts of any specific development, as the specific location of future development projects is unknown. As described in the Draft Scope, the DEIS will consider the Proposed Action's potential to adversely affect natural resources based on prototypical sites, if appropriate. A Jamaica Bay Watershed form will be completed because the Proposed Action could affect parcels in the watershed in the future (see Appendix A).

VII. HAZARDOUS MATERIALS

The potential for significant impacts from hazardous materials can occur when: (a) hazardous materials exist on a site; and (b) a project would increase pathways to their exposure; or (c) a project would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment is anticipated.

It is not possible to evaluate the impacts of any specific development, as the specific location of future development projects is unknown. As described in the Draft Scope, the DEIS will consider the Proposed Action's potential to result in adverse impacts related to hazardous materials.

VI. WATER AND SEWER INFRASTRUCTURE

As indicated in the *CEQR Technical Manual*, a preliminary water supply infrastructure analysis is needed if a project would result in an exceptionally large demand for water (e.g., more than one million gallons per day (mgd)) or is located in an area that experiences low water pressure (e.g., areas at the end of the water supply distribution system).

As indicated in Section 220 of Chapter 13 of the *CEQR Technical Manual*, a preliminary assessment of wastewater and stormwater conveyance and treatment is needed if a proposed project is located in a separately sewered area and the incremental development over the No-Action condition would exceed the following thresholds based on existing zoning districts:

- R1, R2, or R3: 25 residential units or 50,000 sq ft of commercial/public and institution/community facility use.
- R4, R5: 50 residential units or 100,000 sq ft of commercial/public and institution/community facility use.
- All remaining zoning designations, including C, M, and Mixed-use districts: 100 residential units or 100,000 sq ft of commercial/public and institution/community facility use.

Additionally, as indicated in Section 210 of Chapter 13 of the *CEQR Technical Manual*, a preliminary infrastructure analysis is needed if the project:

- Would result in an exceptionally large demand for water (e.g., those that are projected to use more than one million gallons per day such as power plants, very large cooling systems, or large developments); or
- Is located in an area that experiences low water pressure (e.g., areas at the end of the water supply distribution system such as the Rockaway Peninsula and Coney Island).

Consistent with the Draft Scope, the DEIS will consider the Proposed Action's potential to adversely affect water and sewer infrastructure, if appropriate.

VII. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment is warranted if a proposed project would cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. Few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons/100,000 pounds per week or more), thereby resulting in a significant adverse impact.

As described in the Draft Scope, the DEIS will include an assessment of the Proposed Action's potential to affect solid waste and sanitation services, if appropriate.

VIII. ENERGY

The objective of an energy analysis is to determine whether a proposed action may have a potential significant impact on transmission and/or generation of energy. As stated in the *CEQR Technical Manual*, all new structures requiring heating and cooling are subject to the New York City Energy Conservation Code, which reflects State and City energy policy, and therefore, the Proposed Project would not create significant energy impacts.

Although the Proposed Project would not result in significant adverse energy impacts, the DEIS will include a preliminary screening analysis to consider projected operational energy consumption.

IX. TRANSPORTATION

The objective of a transportation assessment is to determine whether a proposed action has the potential to result in a significant adverse impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists, and motorists), and on and off-street parking. Proposed projects in New York City are evaluated through a two-tiered screening process to identify the need for detailed transportation analyses. The Level 1 screening assessment includes a trip generation analysis to determine whether the Proposed Project would result in more than 50 vehicle trips, 200 subway/rail or bus riders, or 200 pedestrian trips in a peak hour. The Level 2 screening includes an assignment of trips to the transportation network to identify intersections with 50 or more vehicle trips, pedestrian elements with 200 or more pedestrian trips, 50 bus trips in a single direction on a single route, or 200 passengers at a subway station or line during any analysis peak hour which would require detailed analyses. A description of the tasks to be undertaken in the DEIS to determine the potential for the Proposed Action to result in significant adverse transportation impacts is provided in the Draft Scope.

X. AIR QUALITY

An air quality analysis is used to determine whether a proposed project would result in a significant adverse impact on ambient air quality due to pollutant emissions from stationary or mobile sources. It also considers the potential of existing sources of air pollution to result in a significant adverse impact on new populations introduced by a proposed action.

As described in the Draft Scope, the DEIS will consider the Proposed Action's potential to adversely affect air quality.

XI. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

While the need for a greenhouse gas (GHG) emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG consistency assessment as stipulated in the *CEQR Technical Manual* currently focuses on City capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an Environmental Impact Statement (EIS) that would result in development of 350,000 sf or more (or smaller projects that would result in the construction of a building that is particularly energy-intense, such as a data processing center or health care facility).

The DEIS for the Proposed Action will be consistent with both the New York City and New York State guidance, and an analysis of greenhouse gas emissions will include direct emissions from on-site fuel usage, indirect emissions from energy generated through off-site fuel combustion and indirect mobile source emissions. Emissions will be based on available information regarding the expected fuel use and energy consumption. Anticipated carbon intensities and citywide average information, per guidance in the *CEQR Technical Manual*, will be used where such information is not available.

It may be appropriate to provide a qualitative discussion of the potential effects of climate change on a proposed project in environmental review. Rising sea levels and extreme precipitation with increases in storm surge and flooding are the most immediate threats in New York City for which site-specific conditions can be assessed, and analysis of climate change may be deemed warranted for projects at sites located within the 100- or 500- year flood zone.

XII. NOISE

A noise analysis is appropriate if a project would generate any mobile or stationary sources of noise or would introduce noise sensitive receptor in an area with high ambient noise levels. Specifically, an analysis would be required if a project generates or reroutes vehicular traffic, if a project would introduce a noise sensitive receptor located near a heavily trafficked thoroughfare, or if a project would introduce noise sensitive receptor within one mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the project would include a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), if the proposed project would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the proposed project would introduce noise sensitive receptor located in an area with high ambient noise levels resulting from stationary sources. As stated in the Draft Scope, the DEIS will consider the Proposed Action's potential to adversely affect noise.

XIII. PUBLIC HEALTH

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

As none of the relevant analyses have yet been completed, the potential for a significant adverse impact in these analysis areas, and thus potentially to public health, cannot be currently ruled out. Should the technical analyses conducted for the DEIS indicate that significant unmitigated adverse impacts would occur in the CEQR areas mentioned above, such that a public health assessment is warranted, then an assessment of public health will be provided in the DEIS, as described in the Draft Scope.

XIV. NEIGHBORHOOD CHARACTER

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

An assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in the areas of land use, socioeconomic conditions, community facilities, open space, shadows, urban design and visual resources, historic and cultural resources, transportation, and/or noise, or when the project may have moderate effects on several of these elements that define a neighborhood character, including land use patterns, urban design, historic and cultural resources, and levels of traffic and noise. Therefore, a preliminary assessment of the Proposed Action's effect on neighborhood character will be provided in the DEIS, as described in the Draft Scope.

XV. CONSTRUCTION

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are considered when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise levels, and air quality conditions. In addition, because soils are disturbed during construction, any project proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible significant adverse construction impacts that could result from contamination.

As described in the Draft Scope, this chapter of the DEIS will provide an impact assessment following the guidelines of the *CEQR Technical Manual*, if appropriate.

VIII. DISADVANTAGED COMMUNITIES

Effective December 30, 2024, Section 8-0109(2)(k) of the New York Environmental Conservation Law requires that EISs include a statement of the effects of the Proposed Action on disadvantaged communities, including whether the action may cause or increase a disproportionate pollution burden. On January 29, 2025, the New York State Department of Environmental Conservation (NYSDEC) proposed a rule that provides additional considerations regarding this new statutory provision. However, the 2021 CEQR Technical Manual does not provide guidance regarding the scope of this analysis. The InfoLocator application maintained by NYSDEC maps the boundaries of Disadvantaged Communities (DAC) in New York State. The EIS will disclose whether the Project Area is in or near a DAC. The EIS will also include a statement on the potential, project-generated disproportionate pollution burden on disadvantaged communities. The findings of the relevant CEQR analyses will be included in this chapter to assist with the determination as to whether the Proposed Actions may result in disproportionate pollution burden affecting DACs.