



City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM
 FOR UNLISTED ACTIONS ONLY • Please fill out and submit to the appropriate agency ([see instructions](#))

Part I: GENERAL INFORMATION

1. Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)? YES NO

If “yes,” STOP and complete the **FULL EAS FORM**.

2. Project Name 2702 West 15th Street

3. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency) 15DCP052K	BSA REFERENCE NUMBER (if applicable)
ULURP REFERENCE NUMBER (if applicable) 140209 ZSK	OTHER REFERENCE NUMBER(S) (if applicable) (e.g., legislative intro, CAPA)

4a. Lead Agency Information

NAME OF LEAD AGENCY
Department of City Planning
NAME OF LEAD AGENCY CONTACT PERSON
Robert Dobruskin

ADDRESS 22 Reade Street, 4 North

CITY New York STATE NY ZIP 10007
TELEPHONE 212-720-3423 EMAIL
rdobrus@planning.nyc.gov

4b. Applicant Information

NAME OF APPLICANT
SO Development Enterprises LLC
NAME OF APPLICANT’S REPRESENTATIVE OR CONTACT PERSON
James Heineman

ADDRESS 227 Route 206

CITY Flanders STATE NJ ZIP 07836
TELEPHONE 9735277451 EMAIL
jim.heineman@equityenviro
nmental.com

5. Project Description

The applicant, SO Development Enterprises, LLC, is seeking a special permit from the City Planning Commission pursuant to ZR § 106-32(a) and (c) to permit the development of a new commercial warehouse building and to modify the open area requirements along the portion of the Project Site’s side lot line shared with adjoining tax lots 52, 152, 110, and 111. The Project Site (Block 6996, Lots 53 and 59) is located within an M1-2 Zoning District, within the Special Coney Island Mixed-Use District (CO). The proposed building will be three stories, 54 feet to the parapet, 63 feet to the coping, and have a total floor area of 35,092 gross square feet.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 13	STREET ADDRESS 2702 West 15 th Street
TAX BLOCK(S) AND LOT(S) Block 6996, Lots 53 and 59	ZIP CODE 11224	
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS West side of West 15 th Street between Hart Place and Neptune Ave		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-2 Special Coney Island Mixed Use District	ZONING SECTIONAL MAP NUMBER 28d	

6. Required Actions or Approvals (check all that apply)

- City Planning Commission:** YES NO UNIFORM LAND USE REVIEW PROCEDURE (ULURP)
- | | | |
|---|--|--|
| <input type="checkbox"/> CITY MAP AMENDMENT | <input type="checkbox"/> ZONING CERTIFICATION | <input type="checkbox"/> CONCESSION |
| <input type="checkbox"/> ZONING MAP AMENDMENT | <input type="checkbox"/> ZONING AUTHORIZATION | <input type="checkbox"/> UDAAP |
| <input type="checkbox"/> ZONING TEXT AMENDMENT | <input type="checkbox"/> ACQUISITION—REAL PROPERTY | <input type="checkbox"/> REVOCABLE CONSENT |
| <input type="checkbox"/> SITE SELECTION—PUBLIC FACILITY | <input type="checkbox"/> DISPOSITION—REAL PROPERTY | <input type="checkbox"/> FRANCHISE |
| <input type="checkbox"/> HOUSING PLAN & PROJECT | <input type="checkbox"/> OTHER, explain: | |
- SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:
 SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 106-32(a) and (c)

Board of Standards and Appeals: YES NO

- VARIANCE (use)
 VARIANCE (bulk)

SPECIAL PERMIT (if appropriate, specify type: modification; renewal; other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

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

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:

7. 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.): 11,945 Waterbody area (sq. ft) and type: 0
 Roads, buildings, and other paved surfaces (sq. ft.): Other, describe (sq. ft.): vacant lot

8. 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): 35,092
 NUMBER OF BUILDINGS: 1 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 35,092
 HEIGHT OF EACH BUILDING (ft.): 54' to parapet, 63' to rooftop NUMBER OF STORIES OF EACH BUILDING: 3 plus cellar mechanicals

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 permanent and temporary disturbance (if known):
 AREA OF TEMPORARY DISTURBANCE: 11,945 sq. ft. (width x length) VOLUME OF DISTURBANCE: 120,000 cubic ft. (width x length x depth)
 AREA OF PERMANENT DISTURBANCE: 8,925 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	Commercial	Community Facility	Industrial/Manufacturing
Size (in gross sq. ft.)		35,092		
Type (e.g., retail, office, school)	units	Commercial warehouse		

Does the proposed project increase the population of residents and/or on-site workers? YES NO
 If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 6
 Provide a brief explanation of how these numbers were determined: Information provided by applicant

Does the proposed project create new open space? YES NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? YES NO
 If "yes," see [Chapter 2](#), "Establishing the Analysis Framework" and describe briefly: Without the action, the current open vehicle storage use on lot 53 would not be permitted to continue, and the site would be vacant.

9. Analysis Year [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2016		
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18-24 months		
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
IF MULTIPLE PHASES, HOW MANY?		
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:		
10. Predominant Land Use in the Vicinity of the Project (check all that apply)		
<input checked="" type="checkbox"/> RESIDENTIAL	<input type="checkbox"/> MANUFACTURING	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> PARK/FOREST/OPEN SPACE	<input type="checkbox"/> OTHER, specify:	

Part II: TECHNICAL ANALYSIS

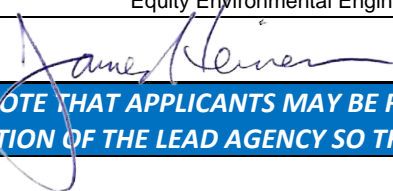
INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project’s impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- 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 Short 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Is there the potential to affect an applicable public policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If “yes,” to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City’s Waterfront Revitalization Program boundaries ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If “yes,” complete the Consistency Assessment Form .		
2. SOCIOECONOMIC CONDITIONS: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Generate a net increase of 200,000 or more square feet of commercial space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 500 residents?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Directly displace more than 100 employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Affect conditions in a specific industry?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
o Child Care Centers: 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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o 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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o 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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Health Care Facilities and Fire/Police Protection: Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(c) Is the project located within a well-served area in the Bronx , Brooklyn , Manhattan , Queens , or Staten Island ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If “yes,” would the proposed project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(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.		
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. NATURAL RESOURCES: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," complete the Jamaica Bay Watershed Form , and submit according to its instructions .		
9. HAZARDOUS MATERIALS: CEQR Technical Manual Chapter 12		
(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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) 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 Appendix 1 (including nonconforming uses)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: No RECs were identified.		
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If the proposed project located in a separately sewered area , would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>


	YES	NO
(f) Would the proposed project be located in an area that is partially sewerred or currently unsewerred?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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): 264		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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): 5,902,827		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input type="checkbox"/>
14. AIR QUALITY: CEQR Technical Manual Chapter 17		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in Chapter 17 ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in Chapter 17 ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17 ? (Attach graph as needed)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. GREENHOUSE GAS EMISSIONS: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18 ?	<input type="checkbox"/>	<input type="checkbox"/>
16. NOISE: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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;	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21 , "Neighborhood Character." Attach a preliminary analysis, if necessary. An assessment of Neighborhood Character is provided.		
19. CONSTRUCTION: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in 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. Construction activities will be pursuant to all DOB and DOT regulations.		
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 James Heineman Equity Environmental Engineering LLC	DATE October 31 2014	
SIGNATURE 		

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.	Potentially Significant Adverse Impact	
	YES	NO
IMPACT CATEGORY		
Land Use, Zoning, and Public Policy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socioeconomic Conditions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Open Space	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shadows	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban Design/Visual Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Natural Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water and Sewer Infrastructure	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Solid Waste and Sanitation Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Public Health	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Neighborhood Character	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Check determination to be issued by the lead agency:		
<input type="checkbox"/> 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 <i>Positive Declaration</i> and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).		
<input type="checkbox"/> Conditional Negative Declaration: A <i>Conditional Negative Declaration</i> (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.		
<input checked="" type="checkbox"/> 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 <i>Negative Declaration</i> . The <i>Negative Declaration</i> 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 Deputy Director, Environmental Assessment and Review Division	LEAD AGENCY New York City Department of City Planning	
NAME Olga Abinader	DATE October 31, 2014	
SIGNATURE 		

NEGATIVE DECLARATION (Use of this form is optional)**Statement of No Significant Effect**

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, _____ assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

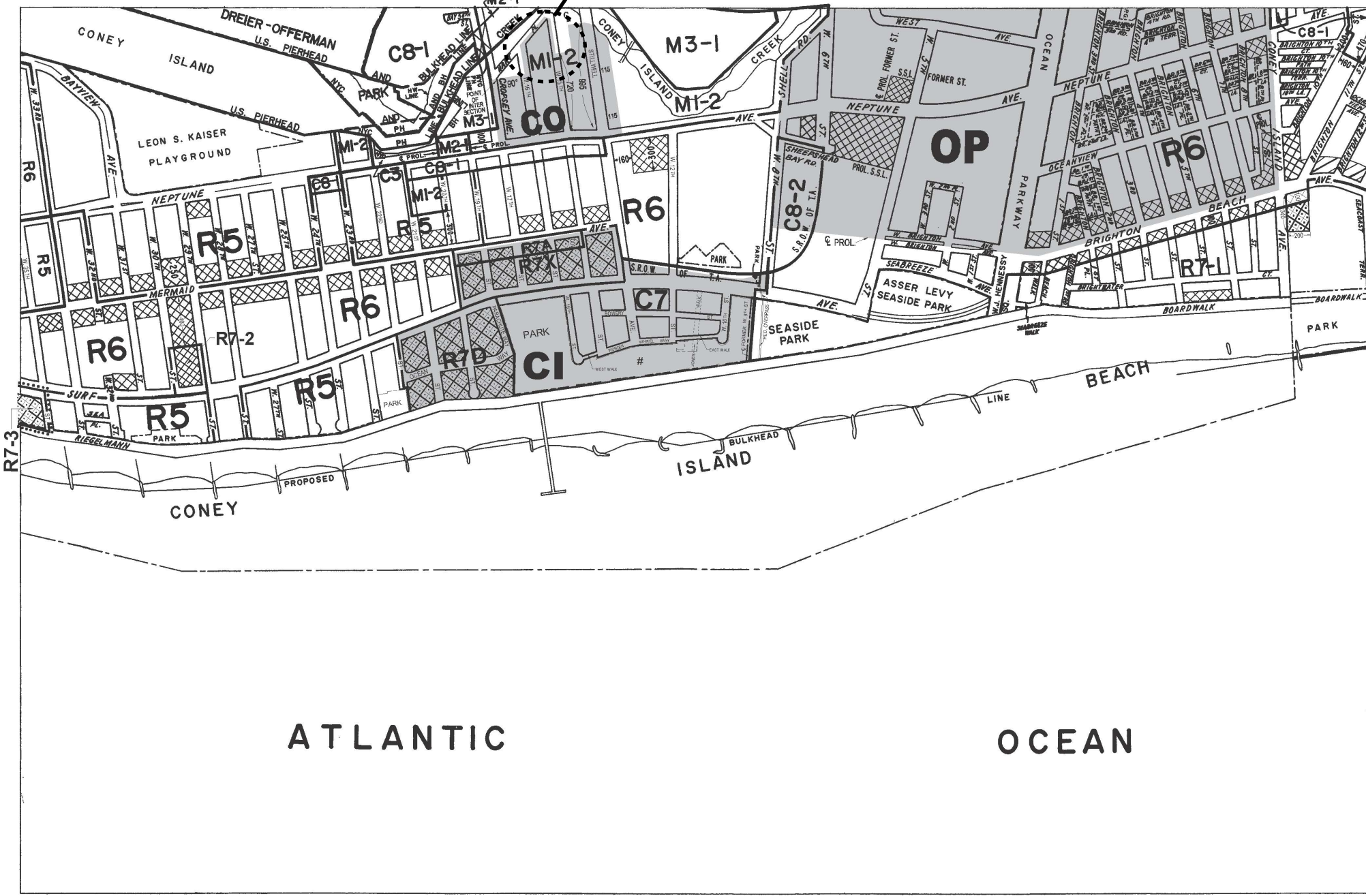
The above determination is based on information contained in this EAS, which finds that the proposed project:

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	



Proposed Project Area



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

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

- R – RESIDENTIAL DISTRICT
- C – COMMERCIAL DISTRICT
- M – MANUFACTURING DISTRICT

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

AREA(S) REZONED

Effective Date(s) of Rezoning:

09-08-2011 C 110058 ZMK

Special Requirements:

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

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

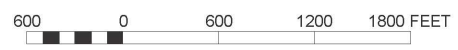
For Inclusionary Housing designated areas on this map, see APPENDIX F.

MAP KEY

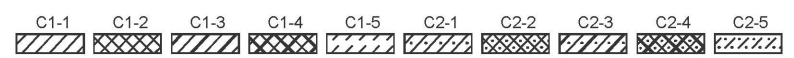
28a	28c	29a
28b	28d	29b

© Copyrighted by the City of New York

ZONING MAP 28d



NOTE: STREETS FOR THE STREET MAP CHANGE C 090107 MMK AND N 090107(A) MMK ARE SHOWN ON THIS MAP PRIOR TO BECOMING EFFECTIVE IN ORDER TO LOCATE ZONING DISTRICT BOUNDARIES.



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

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



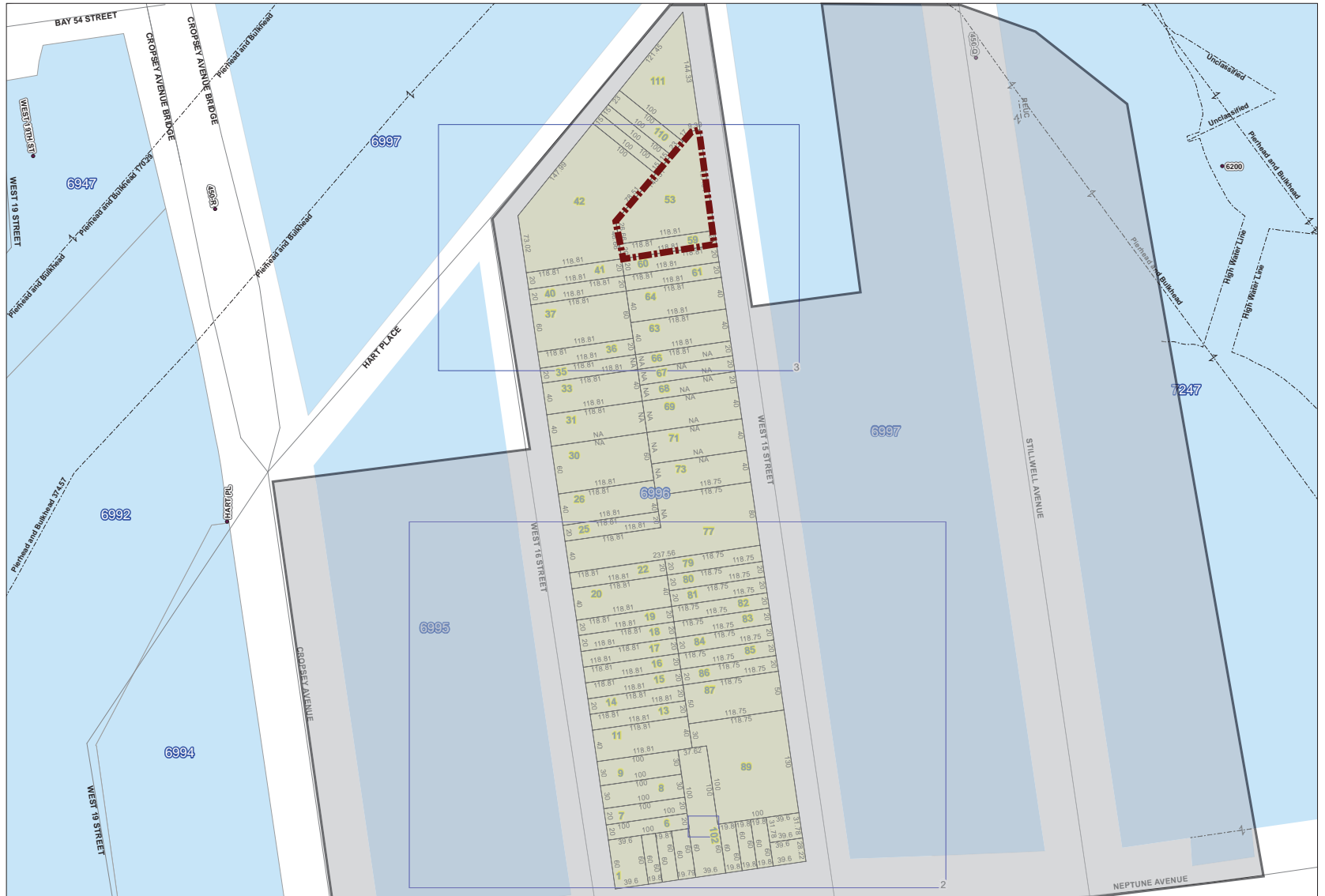
NYC Digital Tax Map

Effective Date : 07-30-2013 14:54:19
End Date : Current
Brooklyn Block: 6996



Legend

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon



Area Map

Project Information

- 600' Buffer
- Development Site
- Project Area

Existing Zoning Districts

-

Existing Special Zoning Districts

-

Existing Commercial Overlays

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

● Subway Entries

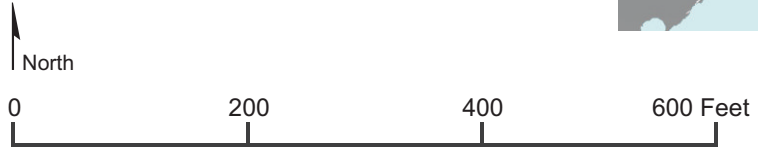
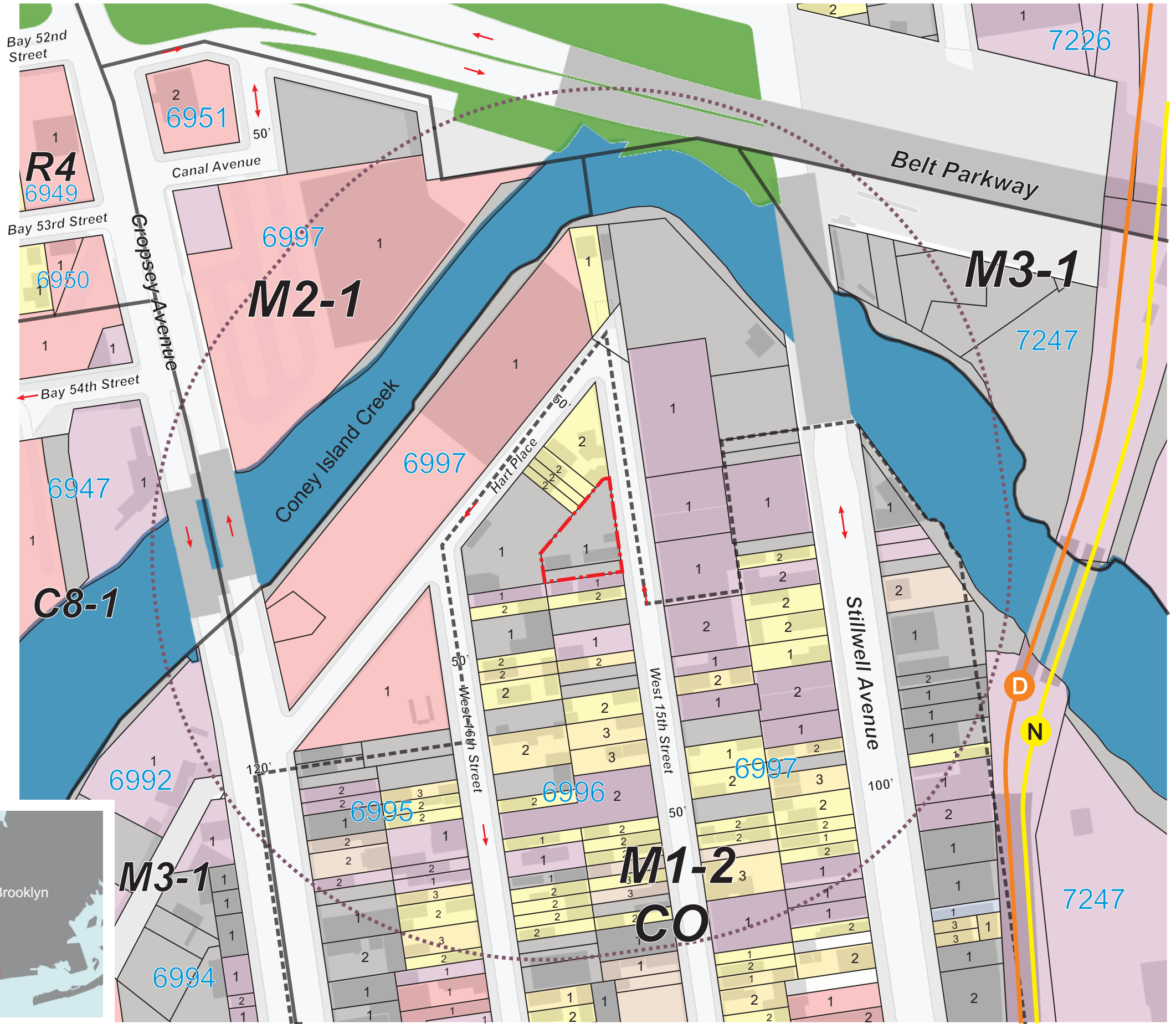
5037 Block Numbers

Property Lines

5 Number of Floors

Land Uses

- One & Two Family Residential Buildings
- Multi-Family Residential Buildings
- Mixed Residential & Commercial Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land





01 - VIEW OF DEVELOPMENT SITE LOOKING SOUTHWEST FROM ACROSS WEST 15TH STREET



02 - VIEW OF DEVELOPMENT SITE LOOKING NORTHWEST FROM ACROSS WEST 15TH STREET



03 - VIEW LOOKING SOUTH FROM INTERSECTION OF HART PLACE AND WEST 15TH STREET





04 - VIEW LOOKING SOUTHEAST FROM INTERSECTION OF HART PLACE AND WEST 15TH STREET



05 - VIEW LOOKING SOUTHWEST FROM INTERSECTION OF HART PLACE AND WEST 15TH STREET



06 - VIEW OF WEST 15TH STREET LOOKING SOUTH



07 - VIEW LOOKING WEST OF NEIGHBORING PROPERTY TO SOUTH OF DEVELOPMENT SITE



08 - VIEW OF WEST 15TH STREET LOOKING SOUTH



09 - VIEW OF WEST 15TH STREET LOOKING NORTH



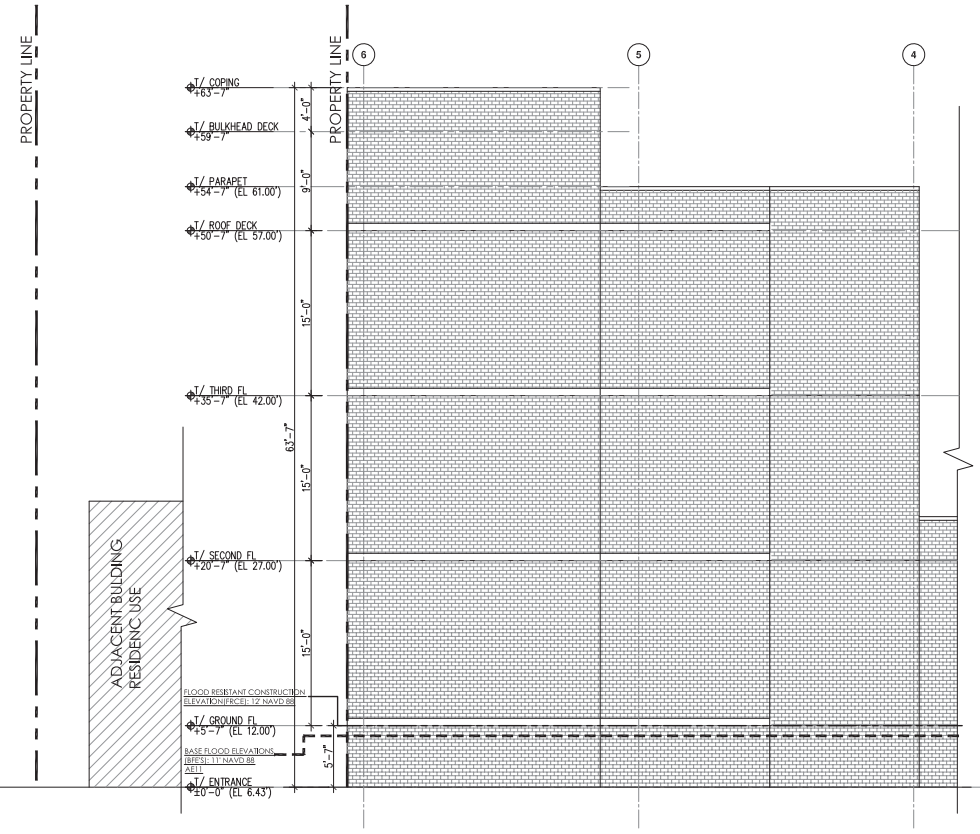
10 - VIEW LOOKING NORTHEAST ON HART PLACE AT WEST 16TH STREET



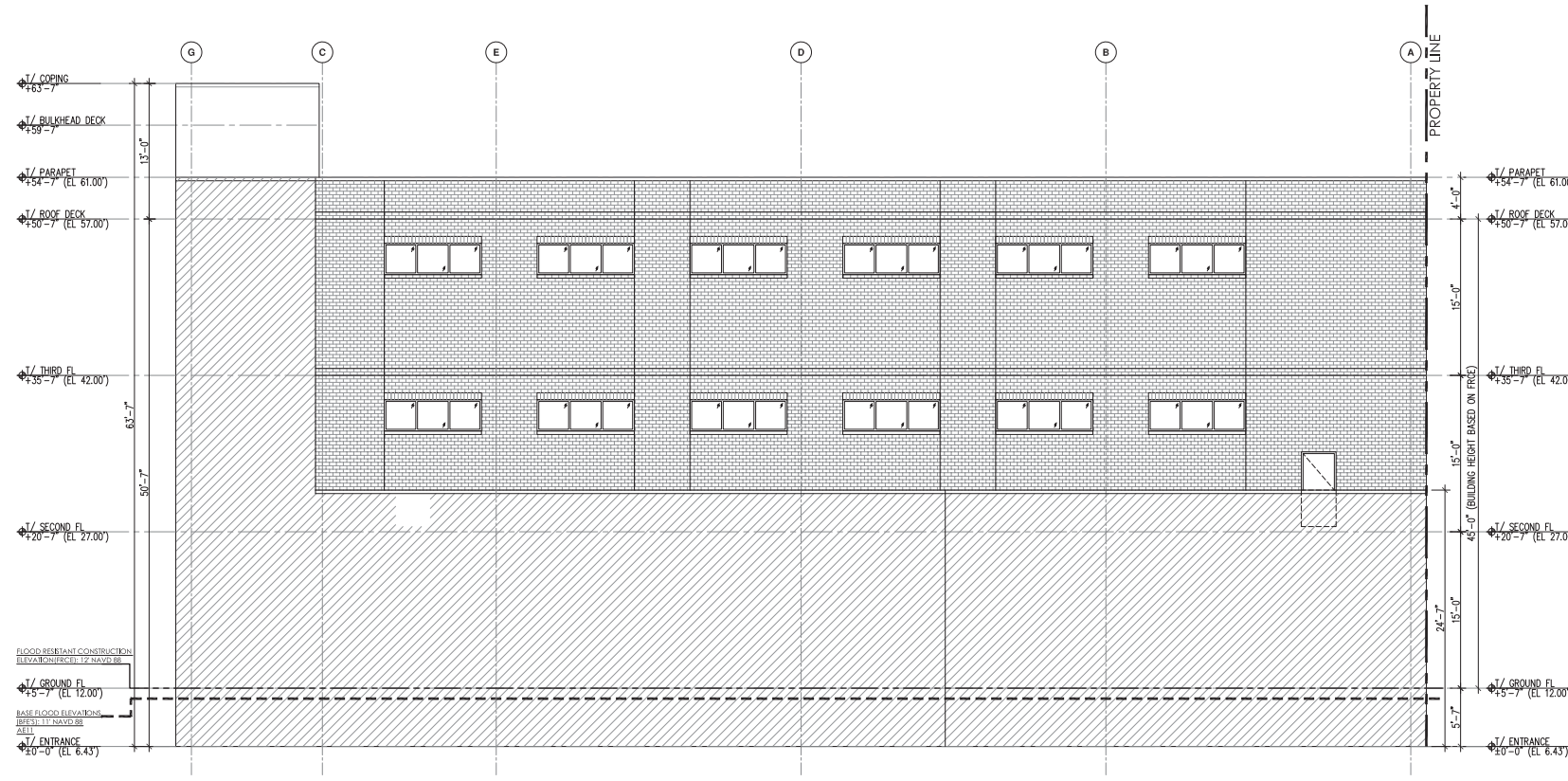
11 - VIEW OF PROPERTY BEHIND DEVELOPMENT SITE FROM INTERSECTION OF HART PLACE AND WEST 16TH STREET



1 EXTERIOR ELEVATION @ W.15TH ST
1/8"=1'-0"



3 SIDE ELEVATION
1/8"=1'-0"



2 REAR ELEVATION
1/8"=1'-0"

"INFORMATION OUTSIDE OF THE BOUNDARIES OF THE ZONING LOT IS FOR ILLUSTRATIVE PURPOSE ONLY. THE ARCHITECT BEARS NO RESPONSIBILITY FOR INACCURATE INFORMATION ON SURROUNDING PROPERTIES."

DATE	REVISION
05/05/2014	PER CPC COMMENTS (04 30 2014)
03/17/2014	PER CPC COMMENTS (02 07 2014)
11/27/2013	ISSUED FOR CPC FILING
DATE	REVISION

CPC APPROVAL:

PROJECT NAME:
SP WAREHOUSE

LOCATION INFORMATION:
BOROUGH: BROOKLYN
BLOCK: 6996
LOTS: 53, 59
ADDRESS:
2702 W.15TH ST
BROOKLYN, NY 11224

SEAL:



DWG TITLE:
EXTERIOR ELEVATIONS

DATE: 05-05-14
PROJECT No: 12177
DRAWING BY:
CHK BY: MK
DWG No:

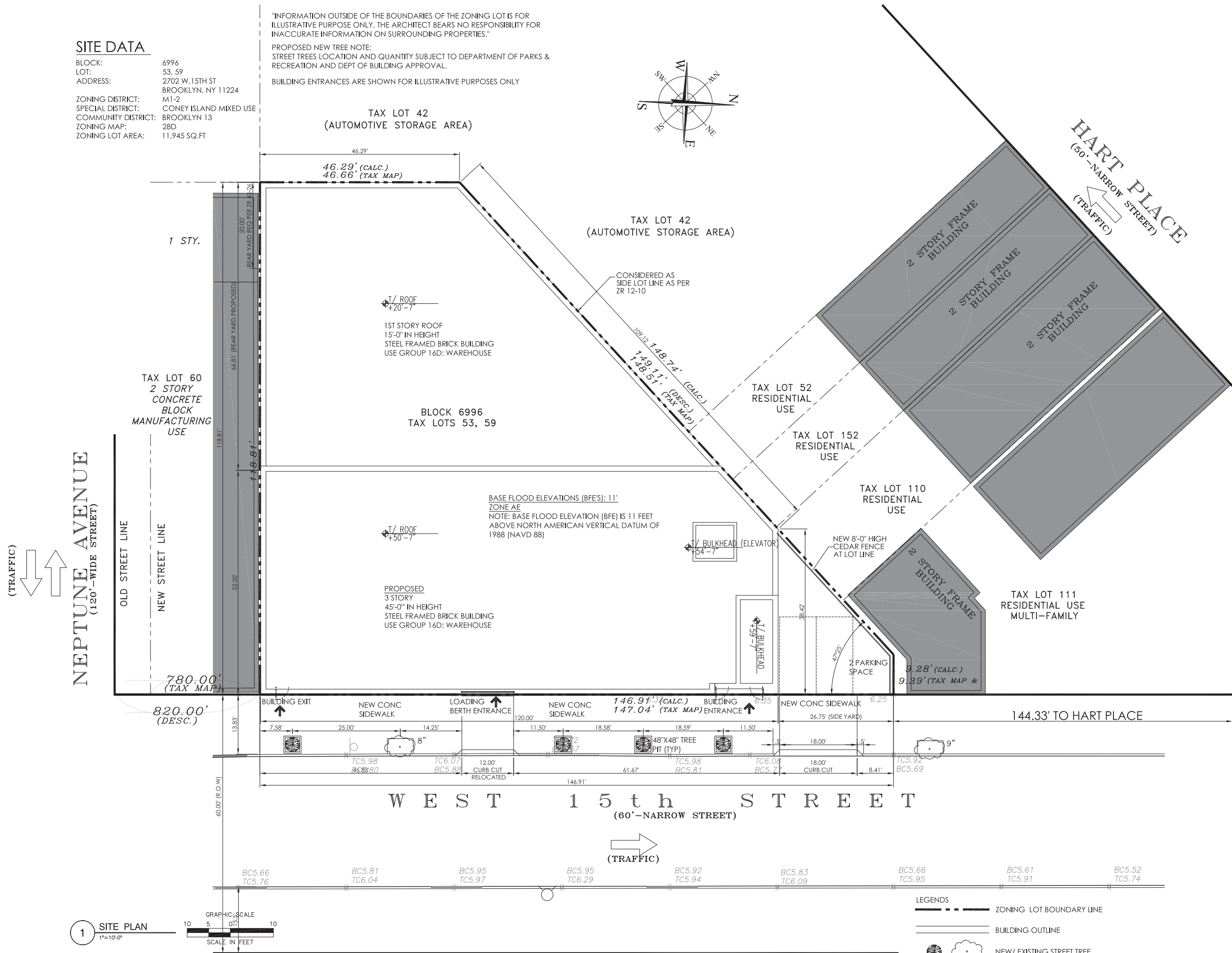
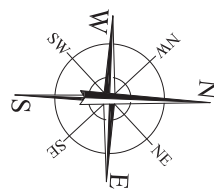
SITE DATA

BLOCK: 6996
LOT: 53, 59
ADDRESS: 2702 W. 15TH ST
BROOKLYN, NY 11224
ZONING DISTRICT: M1-2
SPECIAL DISTRICT: CONEY ISLAND MIXED USE
COMMUNITY DISTRICT: BROOKLYN 13
ZONING MAP: 28D
ZONING LOT AREA: 11,945 SQ.FT

"INFORMATION OUTSIDE OF THE BOUNDARIES OF THE ZONING LOT IS FOR ILLUSTRATIVE PURPOSE ONLY. THE ARCHITECT BEARS NO RESPONSIBILITY FOR INACCURATE INFORMATION ON SURROUNDING PROPERTIES."

PROPOSED NEW TREE NOTE:
STREET TREES LOCATION AND QUANTITY SUBJECT TO DEPARTMENT OF PARKS & RECREATION AND DEPT OF BUILDING APPROVAL.

BUILDING ENTRANCES ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY



DATE	REVISION
05/05/2014	PER CPC COMMENTS (04 30 2014)
03/17/2014	PER CPC COMMENTS (02 07 2014)
11/27/2013	ISSUED FOR CPC FILING
DATE	REVISION

CPC APPROVAL:

PROJECT NAME:

SP WAREHOUSE

LOCATION INFORMATION:

BOROUGH: BROOKLYN
BLOCK: 6996
LOTS: 53, 59
ADDRESS:
2702 W. 15TH ST
BROOKLYN, NY 11224

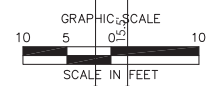
SEAL:



DWG TITLE:

SITE PLAN

1 SITE PLAN
1"=10'-0"



- LEGENDS**
- ZONING LOT BOUNDARY LINE
 - BUILDING OUTLINE
 - NEW/ EXISTING STREET TREE

DATE: 05-05-14
PROJECT No: 12177
DRAWING BY:
CHK BY: MK
DWG No:

CPC 010

Introduction

Project Description

The applicant, SO Development Enterprises, LLC (the "Applicant"), is seeking a special permit pursuant to Section 106-32 (a) and (c) of the New York City Zoning Resolution, to permit commercial uses in new developments not permitted by the provisions of Section 106-31 and for modifications in yard regulations for commercial uses in developments or enlargements.

The Project Site (Block 6996, Lots 53 and 59) is located within an M1-2 Zoning District, within the Special Coney Island Mixed-Use District (CO). As-of-right commercial development of the Subject Site is not permitted pursuant to ZR § 106-31 since the Subject Site consists of a zoning lot having more than 60 feet of street frontage, a lot area exceeding 7,800 square feet, and is located on a street other than Neptune, Stillwell or Cropsey Avenues. Zoning Resolution § 106-34 requires a 15-foot open area for commercial developments with side lot lines coinciding with side lot lines of a zoning lot containing residential uses.

The applicant is the owner of St. Petersburg Global Trade House, a purveyor of Russian music, literature, goods and souvenirs with several retail locations in Midwood, Coney Island and Brighton Beach. The proposed action will facilitate a proposal by the applicant to construct a warehouse that will be used in connection with the applicant's retail, catalogue, and online sales business. The proposed building will be three stories, 50 feet in height to the roof deck and have a total floor area of 35,092 gross square feet. The Applicant's use of the proposed warehouse will generate one truck delivery per week, one overnight courier truck pick-up/delivery each morning, and one overnight courier pick-up/delivery each afternoon.

The proposed building will have 23,808 zoning square feet of floor area (1.99 FAR) and a total height of 50 feet, which complies with the applicable height and setback limitations and initial setback distance. The cellar level will have 11,284 square feet of floor area that will primarily be used for storage. The building's first floor will have 11,284 square feet of floor area and will include storage space, a sales office and the development's required loading berth. The loading berth will be twelve feet wide and will be accessed from a 12-foot curb cut on West 15th Street. The development's two required parking spaces will be in the 26'9" side yard at the site's northern end, and will be accessed from an 18-foot curb cut on West 15th Street. The building's second and third floors will have a floor plate of 6,262 square feet and will be used for open storage space.

The building will have a rear yard measuring 66.81'. The proposed development will require a modification of the 15-foot open area requirement pursuant to a Zoning Resolution § 106-32(c) since a portion of the Subject Site's northwestern side lot line coincides with the rear lot line of several zoning lots containing residential use (Lots 52, 152, 110 and 111).

The Applicant's business and use of the proposed commercial development will employ six individuals and therefore requires two parking spaces pursuant to ZR § 44-21. It is expected that these employees will either walk or utilize mass transit to reach the Subject Site. The site is less than ½ mile from the Stillwell Avenue subway station, and is served by buses operating on Stillwell Avenue one block to the east and Cropsey Avenue two blocks to the west. The proposed development also provides two off-street parking spaces for staff.

The Subject Site is located within Flood Zone AE and has a Base Flood Elevation (and Flood-Resistant Construction Elevation or FRCE) of 12 feet above North America Vertical Datum of 1988, according to the December 2013 Preliminary FEMA Flood Insurance Rate Map issued after Hurricane Sandy. Flood-Resistant Construction Elevation at the Subject Site is located approximately five feet above existing curb level. The proposed development will comply with all flood-resistant construction measures mandated by the Zoning Resolution and Appendix G of the New York City Building Code. All mechanical equipment in the building's cellar level will be located above floor level except those items specifically required to be at floor level by the respective utility companies. All utility room walls will form watertight enclosures.

Purpose and Need

The applicant seeks a special permit pursuant to Section 106-32(a) and (c) of the Zoning Resolution waiving the use regulations and open area requirements of the Special Coney Island Mixed Use District to permit the construction of a new commercial development at the Project Site. The Project Site is comprised of three vacant parcels of land having approximately 147 feet of frontage on West 15th Street and a total lot area of 11,945 square feet. The Special Coney Island Mixed Use District sets forth specific area and locational requirements for as-of-right developments or enlargements and does not permit as-of-right residential, commercial or manufacturing development on any zoning lot having more than 60 feet of street frontage or 7,800 square feet of lot area unless the property fronts on certain specified streets. The Project Site is not located on any of the streets specified for as-of-right development in ZR §§ 106-11 or 106-31 and exceeds the lot frontage and size thresholds for as-of-right development. Therefore, a special permit is required from the City Planning Commission for any new development, and absent such a special permit, the Project Site will remain unimproved.

This application also requests a modification of the special yard regulations of ZR § 106-34 to permit the building to be located within the 15-foot open area required along a portion of the Subject Site's northwestern side lot line. As outlined above, the open area is required for that portion of the side lot line that coincides with a lot line of a zoning lot containing residential use. The application of this open area requirement results in an irregularly shaped floor plate that is more expensive to build and has less open storage space. The requested modification will enable the development of a more efficient floor plate that is better suited for the proposed storage use.

Development Scenario

Under a no-action condition, the site could not be developed because of the Special Coney Island Special District regulations as described above. The existing vehicle storage use on Lot 53 would not be permitted to continue, and the site would be vacant and unused.

With the proposed action, development of the site for the proposed warehouse use would proceed. The use of the site under existing, no-action, and with-action conditions is presented in the following table.

Table 1: Preliminary Reasonable Worst Case Development Scenario

Block/Lot Number	Project Info	Existing Conditions	No-Action	With-Action	Increment
Block 6996	Zoning Lot Size (SF)	11,945	11,945	11,945	0
Lots 53,	FAR	0	0	1.993	1.993
59	Commercial GSF	0	0	35,092	35092
	Community Facility GSF	0	0	0	0
	Residential GSF	0	0	0	0
	Manufacturing GSF*	0	0	0	0
	# of Dwelling Units	0	0	0	0
	# of Affordable Dwelling Units	0	0	0	0
	# of Accessory Parking Spaces	0	0	2	2
	Building Height (ft.)	0	0	50	50
	GSF of Above Grade Uses	0	0	23,808	23808
	GSF of Below Grade Uses	0	0	11,284	11,284
	Total GSF of Uses	0	0	35092	35092

Note: the site is currently used for vehicle storage

Summary of Environmental Assessment

Based on the answers to the questions contained in the attached Environmental Assessment Statement (EAS) Form, the following issues were found to require additional information and analysis: Historical and Cultural Resources, Urban Design, Shadows, Hazardous Materials, Air Quality, Noise, and Neighborhood Character.

- **Land Use, Zoning, and Public Policy:** The proposed action would permit commercial development within a section of the Special Coney Island Mixed Use District where no commercial development is permitted as of right. The proposed warehousing use would be consistent with the established land use pattern in the area, which is predominantly improved with one-, two- and three-story buildings occupied by a mix of residential, light manufacturing, automotive repair and storage uses. The subject site is within the Coastal Management Zone and therefore is subject to review for consistency with the Waterfront Revitalization Program. The proposed action would permit the redevelopment of an underutilized site for a use that is conforming under the site's M1-2 zoning and is suitable for its location. The subject site is not a waterfront site.
- **Urban Design:** The proposed action includes a waiver to allow building within 15 feet of a side lot line shared with an adjacent residential use. This waiver would allow development that is consistent with surrounding industrial uses, which have narrow or no side yards.
- **Shadows:** The proposed action would permit development of a new building that would have a maximum height at the top of rooftop mechanical structures of 63 feet. A preliminary shadow analysis indicates that there are no sunlight sensitive land uses within the area that would be affected by new shadows generated by the development.
- **Historic Resources:** The proposed action would allow development on a site, which was partially disturbed previously by structures occupying portions of the lot. The site is not known to be sensitive for archaeological resources, and is not in proximity to any architectural resources.
- **Hazardous Materials:** The proposed action would permit development within an M1-2 zoning district. A Phase I Environmental Site Assessment was conducted in January 2013 by Equity Environmental Engineering. This assessment did not identify any Recognized Environmental Conditions (RECs). A portion of the site formerly contained an automotive use, and the site is currently used for storage of damaged vehicles. Based on their review of the Phase I ESA, the Department of Environmental Protection has stated that a Phase II Environmental Site Assessment is necessary to adequately identify/characterize the surface and subsurface soils of the project site. Accordingly, an [E] Designation is proposed for the subject site, which would commit the owner and any successors in title to implement, subject to the review and approval of the Mayor's Office of Environmental Remediation, appropriate investigative and remedial activities.
- **Transportation:** The proposed warehouse development would not generate significant traffic. There would be six employees, most or all of whom would travel to work on foot or by mass transit, given the site's proximity to residential areas, bus lines, and the Stillwell Avenue subway terminal. Based on the project sponsor's intended use of the facility for servicing its retail locations and as the origin of deliveries to on-line customers, freight movements would consist of one 26-foot truck delivery per week, one overnight courier pick-up/delivery each morning, and one overnight courier pick-up/delivery each afternoon. Total vehicular, pedestrian, and transit trip generation would be below relevant CEQR thresholds and the road width and curb cut layout are adequate for truck maneuvering, and no adverse impacts would occur.
- **Air Quality:** A screening analysis conducted pursuant to Figure 17-3 of the 2014 CEQR Technical Manual indicates that boiler emissions from the proposed development would not adversely affect nearby uses.
- **Noise:** While the proposed development would generate new traffic, it would not result in a doubling of traffic volumes requiring an assessment of mobile source noise, nor would it introduce a significant noise generator or a sensitive land use that could be adversely affected by ambient noise.
- **Neighborhood Character:** The development of a new commercial warehouse on the subject site would be consistent with the established neighborhood character, which features a mix of wholesale/distribution uses as well as detached residences. The proposed project meets the findings of Zoning Resolution Section 106-32(a) and (c), in that it complies with the M1 district performance standards, and would generate minimal traffic that will not create harmful, congested or dangerous conditions

Land Use, Zoning and Public Policy

Existing Conditions

Land Use

Project Site

The subject site is a 11,945-square foot irregularly shaped triangular lot located on the west side of West 15th Street between Hart Place and Neptune Avenue. The site has 147 feet of frontage on West 15th Street and a maximum depth of approximately 118 feet. The site is unimproved. One of the lots comprising the site (lot 53) is currently used for vehicle storage, and the other (lot 59) is vacant and unutilized.

Surrounding Area

The area within a 600-foot radius of the Subject Site (the "Surrounding Area") is predominantly improved with one-, two- and three-story buildings occupied by a mix of residential, light manufacturing, automotive repair and storage uses. A land use map is attached for reference.

West 15th Street is a narrow street (60 feet in width) accessed via Hart Place to the north and having one-way traffic in a southerly direction toward Neptune Avenue. Hart Place runs for only two blocks from Cropsey Avenue to West 15th Street, and West 15th Street runs for only two blocks from Hart Place to Mermaid Avenue and as a result, West 15th Street experiences very low volumes of traffic. West 16th Street is a narrow street located to the west of the subject site that connects Hart Place to Neptune Avenue with traffic flowing in a northerly direction. Hart Place is a 50-foot wide, one-way eastbound street connecting Cropsey Avenue to West 15th Street. Automobiles and trucks travelling to the subject site will take either (i) Cropsey Avenue to Hart Place, make a right-hand turn onto West 15th Street and then travel south to the Subject Site, or (ii) travel north on West 16th Street from Neptune Avenue to Hart Place, go one block east on Hart Place, and then make a right turn onto West 15th Street.

The adjacent property fronting West 15th Street to the north of the Subject Site (Lot 111) is improved with a small three-story multi-family residential building with the open portion of the lot being unimproved and used for automobile storage. Tax Lot 60 is located south of the Subject Site's southern lot line and is improved with a two-story building used as a food processing and wholesale business ("Russian Style Ravioli"). The property on the southeast corner of the intersection of Hart Place and West 15th Street, which shares common lot lines with the Subject Site (Lot 42), is unimproved and currently used for automotive storage uses. The properties fronting Hart Place that abut the Subject Site's northern lot line (Lots 52, 152, and 110) are improved with two-story residential buildings. The large parcel of land located on the north side Hart Place and bound by Cropsey Avenue to the west, West 15th Street to the east and Coney Island Creek to the north (Block 6997, Lots 115 and 177) is improved with a large furniture retail store ("Raymour and Flanigan") and an eating and drinking establishment with accessory drive-through facility ("Starbucks"). A tax map of the area is attached for reference.

The properties located across West 15th Street from the Subject Site (Block 6997, Lots 171, 45, 42, and 38) are improved with one-story industrial buildings containing a variety of wholesale business including: "Om Fusion Distributors," a distributor of healthcare products; "Eastern Star Distributors," a food importer; "Banner Smoked Fish, Inc.," a distributor of fish products; "East Coast Foods, Inc.," a food distributor and wholesaler; "GLI Sound Systems," an electronic equipment wholesaler; and "Two Sisters Kiev Bakery," a bakery. The properties on West 15th Street farther to the south of the Subject Site are improved with a mix of building types and residential, commercial and light manufacturing uses.

The Belt Parkway, which is the main limited access highway serving this area of Brooklyn, is located north of Coney Island Creek and can be accessed via Cropsey Avenue. The Coney Island – Stillwell Avenue subway station is located approximately one-half mile southeast of the Subject Site at the intersection of Stillwell Avenue and Mermaid Avenue. The D, F, N and Q subway lines serve this station. In addition, the B36, B64, B68, B74 and B82 bus lines all have stops within one-half mile of the Subject Site.

Zoning

Project Site

The Subject Site is located within an M1-2 zoning district as well as the Special Coney Island Mixed Use District (CO). The bulk regulations for M1-2 zoning districts are generally applicable within the CO except as specifically modified by the special district regulations.

Use Regulations

The special district regulations supersede the underlying M1-2 use regulations by permitting residential use within the manufacturing zone and limiting as-of-right development of properties on zoning lots with more than 60 feet of frontage, a lot area in excess of 7,800 square feet, or that are located on certain specified streets.

The CO also sets similar lot size, frontage and location requirements for as-of-right commercial or manufacturing development on vacant parcels of land within the district. These limitations are set forth in ZR § 106-31 and permit as-of-right commercial or manufacturing development only on zoning lots that (i) share at least one common lot line with a commercial or manufacturing use, (ii) have street frontage that does not exceed 60 feet or a lot area that does not exceed 7,800 square feet, (iii) are not located among vacant land having continuous frontage exceeding 60 feet in the aggregate, (iv) will be occupied by either (1) a manufacturing use within Use Group M, or (2) will be occupied with a commercial use within certain use groups and provided such use fronts on certain specified streets, and (v) are not occupied by residential use. Zoning Resolution Section 106-311 identifies those specific uses listed within Use Group M. The subject site does not meet these criteria permitting as-of-right commercial or manufacturing development.

There are several special permits available from the City Planning Commission pursuant to the CO regulations that can permit the development or enlargement of residential, commercial or manufacturing buildings on zoning lots that do not comply with the district's strict area or location restrictions for as-of-right development.

Bulk Regulations

The bulk regulations of the site's M1-2 zoning district are generally applicable within the CO except where specifically modified by the special district. The maximum FAR for commercial or manufacturing developments is 2.0. The M1-2 zone establishes an initial setback distance of 20 feet on a narrow street. Within the initial setback distance, a building may have a maximum height of 60 feet or 4 stories, whichever is less. Beyond the initial setback distance, a building's height may be increased in accordance with the sky exposure plane. A 2.7:1 sky exposure plane applies for developments fronting narrow streets within the M1-2 zoning district. A 20-foot rear yard is required pursuant to ZR § 43-26.

Section 106-34 of the Zoning Resolution requires an open area to be maintained the depth of which is dependent upon whether a zoning lot with manufacturing or commercial uses shares a side or rear lot line with the side or rear lot line of an adjacent zoning lot with residential use. Section 12-10 of the Zoning Resolution defines a rear lot line as a line that is parallel or within 45 degrees of being parallel of a street line. Any other lot line, besides a front lot line, is considered a side lot line. Section 106-34 requires (i) a 15-foot open area where a side lot line of a zoning lot occupied by manufacturing or commercial use coincides with the side or rear lot line of an adjacent zoning lot containing residential use, (ii) a 20-foot open area where a rear lot line of a zoning lot occupied by manufacturing or commercial use coincides with the side lot line of an adjacent zoning lot containing residential use, and (iii) a 30-foot open area where a zoning lot containing manufacturing or commerce use shares a common rear lot line with a zoning lot having residential use.

Surrounding Area

The M1-2 zoning district that includes the subject site extends from Coney Island Creek in the north to Neptune Avenue in the south and from Cropsey Avenue in the west to Shell Road in the east. The Special Coney Island Mixed Use District covers most of the M1-2 district between Cropsey Avenue and Stillwell Avenue south of Hart Place. A C8-1 heavy services district is mapped on the southern block fronts of Neptune Avenue south of the Special District, and an M3-1 heavy industrial district is mapped west of Cropsey Avenue

Public Policy

The subject site is within the Coastal Management Zone. As such, it is subject to review for consistency with the New York City Waterfront Revitalization Program.

Future No-Action

In the future without the proposed action, the site could not be occupied by any commercial, manufacturing, or residential use. The vehicle storage use on lot 53 would not be permitted to continue, and the site would be vacant.

Future with the Action

LAND USE

The Applicant proposes to develop the Subject Site with a three-story commercial warehouse building that will support the storage needs of the applicant's retail, catalogue and online sales businesses. The proposed land use would be consistent with surrounding wholesale and distribution uses, and is permitted by the site's M1-2 zoning. The proposed warehousing use would be compatible with the established land use pattern of the surrounding area, which is predominantly improved with one-, two- and three-story buildings occupied by a mix of residential, light manufacturing, automotive repair and storage uses.

The proposed development would generate minimal vehicular traffic - one truck delivery per week, one overnight courier truck pick-up/delivery each morning, and one overnight courier pick-up/delivery each afternoon. The Applicant's business and use of the proposed commercial development will employ six individuals. It is expected that these employees will either walk or utilize mass transit to reach the Subject Site. The proposed development also provides two off-street parking spaces in the event an employee elects to drive to work.

Overall, the proposed project would be consistent with established land use in the area, and would not result in adverse impacts.

ZONING

As-of-right commercial development of the Subject Site is not permitted pursuant to ZR § 106-31 since the Subject Site consists of a zoning lot having more than 60 feet of street frontage, a lot area exceeding 7,800 square feet, and is located on a street other than Neptune, Stillwell or Cropsey Avenues. The proposed development also requests a modification of the open area required along the portion of the Subject Site's side lot line shared with adjoining tax lots 52, 152, 110 and 111. Zoning Resolution § 106-34 requires a 15-foot open area for commercial developments with side lot lines coinciding with side lot lines of a zoning lot containing residential uses.

In order to grant the requested Special Permit, the City Planning Commission must meet the following findings:

(1) that such use will comply with the regulations on performance standards of M1 Districts;

The proposed construction of a new commercial warehouse building at the subject site will fully comply with the regulations on performance standards for M1 Districts as set forth in Article IV, Chapter 2 of the Zoning Resolution. In manufacturing districts, all uses established after December 15, 1961 must comply with performance standards governing noise (as set forth in ZR § 42-21), vibration (as set forth in ZR § 42-22), smoke and other particulate matter (as set forth in ZR § 42-23), odorous matter (as set forth in ZR § 42-24), toxic or noxious matter (as set forth in ZR § 42-25), radiation hazards (as set forth in ZR § 42-26), fire and explosive hazards (as set forth in ZR § 42-27), and humidity, heat or glare (as set forth in ZR § 42-28).

The proposed commercial warehouse is a relatively small facility that has been designed to support the storage needs of the applicant's retail, catalogue and online sales businesses. The warehouse will be used for the storage of imported goods such as music, literature, videos,

and various ornaments and collectible items. This activity will occur within a fully enclosed building and will not require the use of heavy machinery or result in the manufacture of goods. As such, the use of the proposed building will not (i) generate significant levels of noise, vibration or dust, (ii) require the storage or use of radioactive or other hazardous materials, (iii) create fire or explosive hazards, (iv) emit odorous matter, or (v) produce or store toxic or noxious matter. Therefore, the proposed commercial development will fully comply with the performance standards for such uses as governed by the above-referenced sections of the Zoning Resolution and, accordingly, satisfies the finding required for the granting of the special permit under ZR § 106-32(1).

(2) that additional truck traffic generated by such use or the modification of yard regulations will not create harmful, congested or dangerous conditions; and

The proposed commercial development consists of a relatively small three-story warehouse building having 11,284 square feet of space on the cellar and first floors, and 6,262 square feet of floor area on the second and third floors. The building will have one loading berth that is accessed by a 12-foot wide curb cut on the west side of West 15th Street approximately 144 feet south of its intersection with Hart Place. The building's small floor plates and limited loading berths will result in little new traffic.

The proposed commercial warehouse building will service the applicant's existing retail, catalogue and online sales business. As such, the truck delivery demands of this specific user are known and well-defined. Based on historic usage of the applicant's existing warehouse facility, it is anticipated that the proposed warehouse will only generate one 26-foot truck delivery per week, one overnight courier truck pick-up/delivery each morning, and one overnight courier pick-up/delivery each afternoon. Therefore, the additional truck traffic to be generated by the proposed development and the applicant's use thereof will be minimal and will not result in harmful, congested or dangerous conditions on the local street network. The curb cut layout and width of West 15th Street would be adequate to permit truck maneuvering.

The proposed development will provide two curb cuts. One curb cut measures eighteen (18) feet wide and provides access to the development's two parking spaces. The second curb cut is twelve (12) feet wide and provides access to the development's one loading berth. The minimal traffic volume on West 15th Street and its one-way travel direction will allow cars and trucks to maneuver into and out of the site without resulting in harmful, congested or dangerous conditions.

PUBLIC POLICY

The WRP Consistency Assessment Form was completed and is attached. Based on the information provided in the Consistency Assessment Form, the project's consistency with Policies 1.1 and 6 must be assessed.

Policy 1.1 Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The proposed action would permit redevelopment of a site that is currently unimproved and used for vehicle storage. The proposed warehouse use would be consistent with surrounding wholesaling and distribution uses and would not adversely affect nearby land uses. The proposed action is consistent with this policy.

Policy 6: Minimize loss of life, structures, and natural resources caused by flooding and erosion. The Subject Site is located within Flood Zone AE and has a Base Flood Elevation (and Flood-Resistant Construction Elevation or FRCE) of 12 feet above North America Vertical Datum of 1988, according to the December 2013 Preliminary FEMA Flood Insurance Rate Map issued after Hurricane Sandy. Flood-Resistant Construction Elevation at the Subject Site is located approximately five feet above existing curb level. The proposed development will comply with all flood-resistant construction measures mandated by the Zoning Resolution and Appendix G of the New York City Building Code. All mechanical equipment in the building's cellar level will be located above floor level except those items specifically required to be at floor level by the respective utility companies. All utility room walls will form watertight enclosures. By incorporating these measures, the proposed project is consistent with this policy.

Policy 7.2: Prevent and remediate discharge of petroleum products. Conditions at the project site resulting from previous and existing uses and those in surrounding areas were determined from a review of a Phase I Environmental Site Assessment (ESA) prepared by Equity Environmental Engineering LLC in January 2013. This ESA was performed pursuant to ASTM Standard E-1527-05. This document determined that there are no Recognized Environmental Conditions at the subject site that could adversely affect construction workers, future building occupants, or neighboring uses. There was no evidence of underground storage tanks, aboveground storage tanks, polychlorinated biphenyls, hazardous materials, or chemicals found at the subject property. Additionally, this Phase I assessment did not identify evidence of historical activities or agency records of actions or conditions that on or in the vicinity of the site that might environmentally impact the subject property.

The New York City Department of Environmental Protection (DEP) reviewed the Phase I and, by letter dated February 3, 2014, requested that a Phase II Environmental Site Assessment (Phase II) be prepared to adequately identify/characterize the surface and subsurface soils of the subject parcels.

The proposed action would include the placement of an [E] designation on the property which would commit the owner and any successors in title to implement, subject to the review and approval of the Mayor's Office of Environmental Remediation, appropriate investigative and remedial activities.

Because the placement of this [E] designation would ensure appropriate investigation and remediation as a condition of any site disturbance or development, the proposed action would be consistent with WRP policy 7.2.

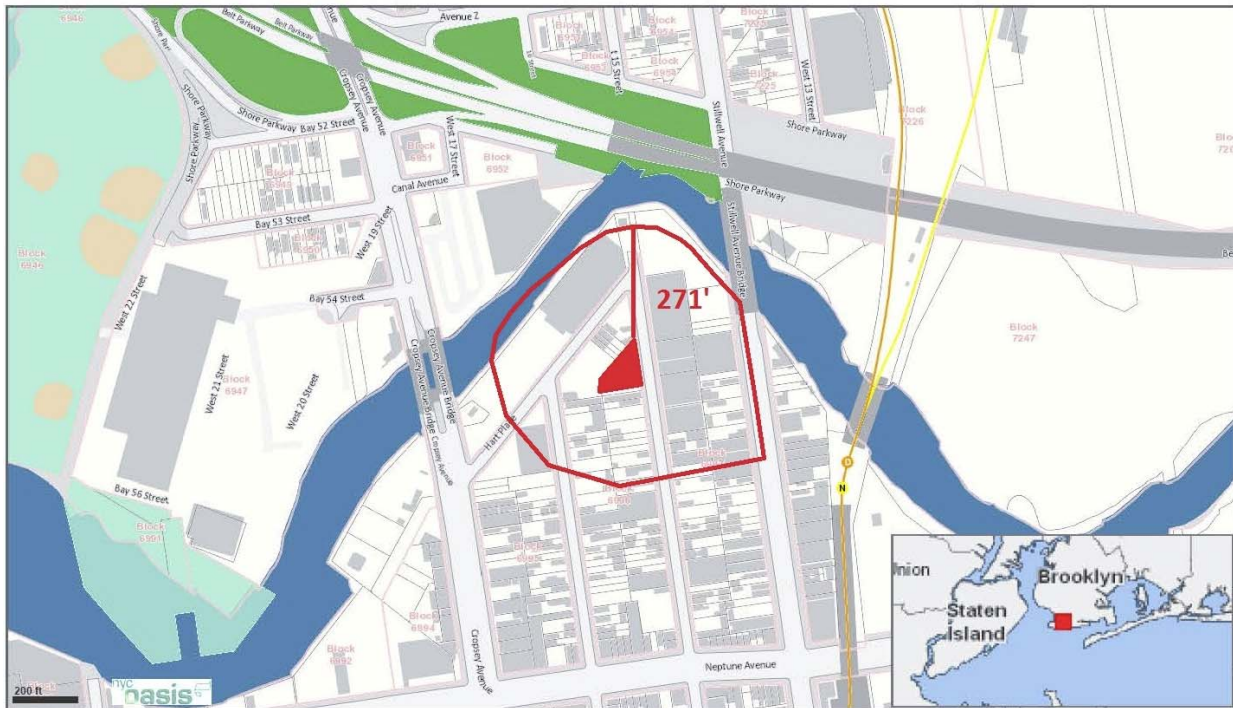
Shadows

The proposed action would allow development of a building with a maximum height of 63 feet to the top of rooftop mechanical equipment. Since no commercial development of the site is permitted without the proposed action, the proposed action would result in incremental development in excess of fifty feet. Accordingly, a Tier I Shadows Screening Assessment is required.

Pursuant to CEQR Technical Manual methodology, a maximum shadow of up to 4.3 times the building height is assessed. Accordingly the first step in the analysis is to determine if there are any sunlight sensitive land uses such as publicly accessible open spaces within this distance of the project site. With a maximum height of 63 feet, a radius of 271 feet (4.3x63) was considered. The surrounding area is developed with residential, commercial, and manufacturing uses. As shown on the following figure, the nearest open spaces are located adjacent to the Belt Parkway north of Coney Island Creek, outside the 271' radius. Accordingly the proposed action does not have the potential for significant adverse impacts related to shadows, and no further analysis is warranted.

Figure – Tier I Shadow Screening

shadows



Historic and Cultural Resources

The proposed action would permit construction of a new three-story warehouse structure within the Coney Island Special District. Because the proposed action would permit development on a site where portions of the site may not have been disturbed by prior construction activity, a preliminary assessment was conducted.

There is no visual relationship between the project site and the closest designated New York City landmarks, the Cyclone and the Wonder Wheel, located over one-half mile to the south.

The Landmarks Preservation Commission (LPC) has determined that the project site does not have archaeological or architectural significance. Their sign-off letter dated October 6, 2014 is included in Appendix A – Agency Correspondence. Therefore the proposed action does not have the potential for significant adverse impacts related to Historic and Cultural Resources and no further assessment is warranted.

Urban Design

The proposed action would permit a three-story plus cellar commercial warehouse. The proposed Special Permit would waive the provision of the Special Coney Island Mixed Use District that requires a 15-foot open area along a commercial uses' side lot line that is shared with residentially developed lots.

Existing Conditions

The subject site is currently an open, fenced lot used for vehicle storage. Built form in the project vicinity includes warehouse structures directly across West 15th Street from the subject site, as well as immediately to the south of the site, and a row of four two-story residences to the north. The surrounding area is characterized by open storage, one- and two-story manufacturing buildings, and small residences. The street network in the immediate vicinity consists of 60-foot wide one-way streets – Hart Place, West 16th Street, West 15th Street. Wider two-way streets are located on the periphery of the Special Coney Island Mixed Use District – Neptune Avenue, Cropsey Avenue, and Stilwell Avenue.

Future without the Proposed Action

The subject site would remain unimproved in the future without the proposed action. The vehicle storage that currently occupies most of the subject site would be discontinued and the site would be vacant. The existing streetscape is shown in the following photograph:



Future with the Proposed Action

In the future with the proposed action, a three-story warehouse building would be developed on the subject site. This building would comply with the bulk regulations of the M1-2 zoning district. However, the development would not provide a 15-foot open area on the side yard that is adjacent to the residential uses located to the north. A bulk diagram of the proposed development superimposed on the West 15th Street street scape is provided below:



A warehouse development with narrow or no side yards would be consistent with the built form of the warehouses developed across West 15th Street from the subject site, as well as elsewhere in the project vicinity. The residences located to the north of the subject site front on Hart Place, and therefore their rear yards are adjacent to the subject site's side yard. These lots all have thirty-foot rear yards, so the open area between the residential structures and the proposed building would be greater than would typically occur between buildings with adjacent side yards. The attached Figure CPC 030 'Waiver Diagram' illustrates the area that is the subject of the waiver sought under the proposed action. Overall the proposed development would be compatible with the area's established urban design, and would not result in significant adverse impacts.

Hazardous Materials

According to the CEQR Technical Manual, the potential for significant impacts from hazardous materials can occur when: (a) hazardous material exists on a site, and (b) an action would increase pathways to their exposure, or (c) an action would introduce new activities or processes using hazardous materials. Since the proposed action would allow new development for residential and local retail use, no new activities or processes using hazardous materials would be introduced to the site or increase pathways to a hazardous materials exposure. Natural gas will be installed to fuel the building's HVAC system.

Conditions at the project site resulting from previous and existing uses and those in surrounding areas were determined from a review of a Phase I Environmental Site Assessment (ESA) prepared by Equity Environmental Engineering LLC in January 2013. This ESA was performed pursuant to ASTM Standard E-1527-05. This document determined that there are no Recognized Environmental Conditions at the subject site that could adversely affect construction workers, future building occupants, or neighboring uses. There was no evidence of underground storage tanks, aboveground storage tanks, polychlorinated biphenyls, hazardous materials, or chemicals found at the subject property. Additionally, this Phase I assessment did not identify evidence of historical activities or agency records of actions or conditions that on or in the vicinity of the site that might environmentally impact the subject property.

The New York City Department of Environmental Protection (DEP) reviewed the Phase I and, by letter dated February 3, 2014, requested that a Phase II Environmental Site Assessment (Phase II) be prepared to adequately identify/characterize the surface and subsurface soils of the subject parcels.

DEP's February 3, 2014 letter is included in Appendix A – Agency Correspondence.

Based on DEP's letter correspondence mentioned above and further correspondence with DCP staff, DEP agrees that an [E] designation can be proposed for the entire site. This designation would require the site's owner and any successors in title to conduct investigation and remediation, if warranted, subject to review and oversight by the Mayor's Office of Environmental Remediation (MOER). Placement of the [E] designation on the site would ensure that the proposed action does not result in significant adverse impacts related to hazardous materials.

(E) Designation

Based on the evidence of recognized environmental conditions presented above and DEP's February 3, 2014 letter to DCP, Phase II testing of the site would be required.

The Applicant is proposing to apply an (E) designation to be placed on the project site to ensure that testing for and mitigation and/or remediation of any hazardous materials contamination of the property be completed prior to, or as part of, future development of the site. To avoid any potential impacts on (Block 6996 Lots 53 and 59)associated with hazardous materials, the proposed action will place an (E) designation (E-358) for hazardous materials on the property.

The text for the (E) designations related to hazardous materials is as follows:

Task 1-Sampling Protocol

The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol

A written report with findings and a summary of the data must be submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

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

A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

With this (E) designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted.

Transportation

The proposed action would result in development of a new warehouse serving the project sponsor's retail, catalogue, and internet sales activities. The proposed warehouse would have 11,284 square feet of space on the cellar and first floors, and 6,262 square feet of floor area on the second and third floors. The building would have one loading berth that is accessed by a 12-foot wide curb cut on the west side of West 15th Street approximately 144 feet south of its intersection with Hart Place, and two accessory parking spaces that are accessed by an 18-foot wide curb cut on the west side of West 15th Street approximately 74 feet south of its intersection with Hart Place.

The proposed warehouse would service the applicant's three retail locations, as well as being the origin point for deliveries to its on-line and catalog customers. Based on historic usage of the applicant's existing warehouse facility, it is anticipated that the proposed warehouse will generate one 26-foot truck delivery per week, one overnight courier truck pick-up/delivery each morning, and one overnight courier pick-up/delivery each afternoon. Therefore, the additional truck traffic to be generated by the proposed development and the applicant's use thereof will be minimal and will be well below levels that could result in adverse impacts to traffic conditions. The proposed development would employ six people. It is expected that employees would travel to work by foot or mass transit. Two off-street parking spaces would be provided for staff.

To provide an alternative projection of potential traffic associated with the proposed action, reference was made to the trip generation rates promulgated by the Institute of Transportation Engineers (ITE) in their publication Trip Generation: 8th Edition. The data provided by ITE indicates that a warehousing use would generate vehicular traffic at a rate of 0.30 trips per thousand square feet during the AM peak period and 0.32 trips per thousand square feet during the PM peak period. A warehousing use's peak traffic generation does not typically occur during the background peak periods. The warehousing use's peak AM trip generation is 0.42 trips per thousand square feet, and its peak PM trip generation is 0.45 trips per thousand square feet. Therefore a 35,092- gross square foot warehouse such as would be developed under the proposed action could generate a maximum of sixteen vehicular trips per hour. The ITE notes that approximately 20% of the trips associated with a warehouse use are truck trips.

Traffic associated with the proposed development would be far below the fifty hourly vehicles identified in the CEQR Technical Manual as warranting further assessment. Therefore no impacts associated with transportation are anticipated.

The surrounding area, which encompasses the Special Coney Island Mixed Use District (CO), is a small neighborhood generally bounded by the arterial commercial thoroughfares of Cropsey Avenue to the west, Neptune Avenue to the south, Stillwell Avenue to the east and the Coney Island Creek waterway to the north. All of these streets are wide arterial roadways with multiple travel lanes in both directions. The non-arterial streets within the CO are generally narrow streets having one-way traffic flow.

The proposed development would provide two curb cuts. One curb cut measures eighteen feet wide and provides access to the development's two parking spaces. The second curb cut is twelve feet wide and provides access to the development's loading berth. Truck loading activities would occur off-street, and would not obstruct pedestrian traffic flow on the sidewalk. Truck movements entering and leaving the facility's loading dock would have minimal effect on street capacity. As shown on the truck turning layouts diagram included as Appendix B, backing-in and heads out movements of the loading dock can be accommodated at the project site. There is a fire hydrant directly across the street from the proposed loading dock, which ensures that the full width of the street would be available for truck maneuvering.

Air Quality

An air quality analysis is conducted in order to assess the effects of a proposed action on ambient air quality (i.e. the quality of the surrounding air). Ambient air quality can be affected by air pollutants produced by fixed facilities, usually referred to as "stationary sources," and by motor vehicles, referred to as "mobile sources".

Mobile Sources

According to the CEQR Technical Manual, actions can result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic, create any new mobile sources of pollutants, or add new uses near mobile sources. The following actions may result in significant adverse air quality impacts and therefore require further analyses:

- Placement of operable windows, balconies, air intakes, or intake vents generally within 200 feet of an atypical vehicular source of air pollutants
- Creation of a fully or partially covered roadway
- Generate peak hour auto traffic or divert existing traffic, resulting in:
 - 160 or more auto trips in sections of downtown Brooklyn or Long Island City
 - 140 or more auto trips in Manhattan between 30th and 60th Streets
 - 170 or more auto trips in all other areas of the City
- Generate peak hour heavy-duty diesel vehicle trips or its equivalent in vehicular emissions resulting in:
 - 12 or more heavy duty diesel vehicles (HDDV) for paved roads with average daily traffic fewer than 5,000 vehicles
 - 19 or more HDDV for collector roads
 - 23 or more HDDV for principal and minor arterials
 - 23 or more HDDV for expressways and limited access roads
- Creation of new sensitive uses (particularly schools, hospitals, parks and residences) adjacent to large existing parking facilities or parking garage exhaust vents
- Addition of a sizeable number of other mobile sources of pollution, such as heliports, rail terminals, or trucking

A preliminary evaluation was carried out to assess whether the project would exceed any of the threshold criteria listed above in order to determine whether detailed analysis of potential mobile source impacts is warranted for the proposed action. As the proposed action would not potentially meet or exceed the criteria listed above, a detailed analysis is not required.

Stationary Sources

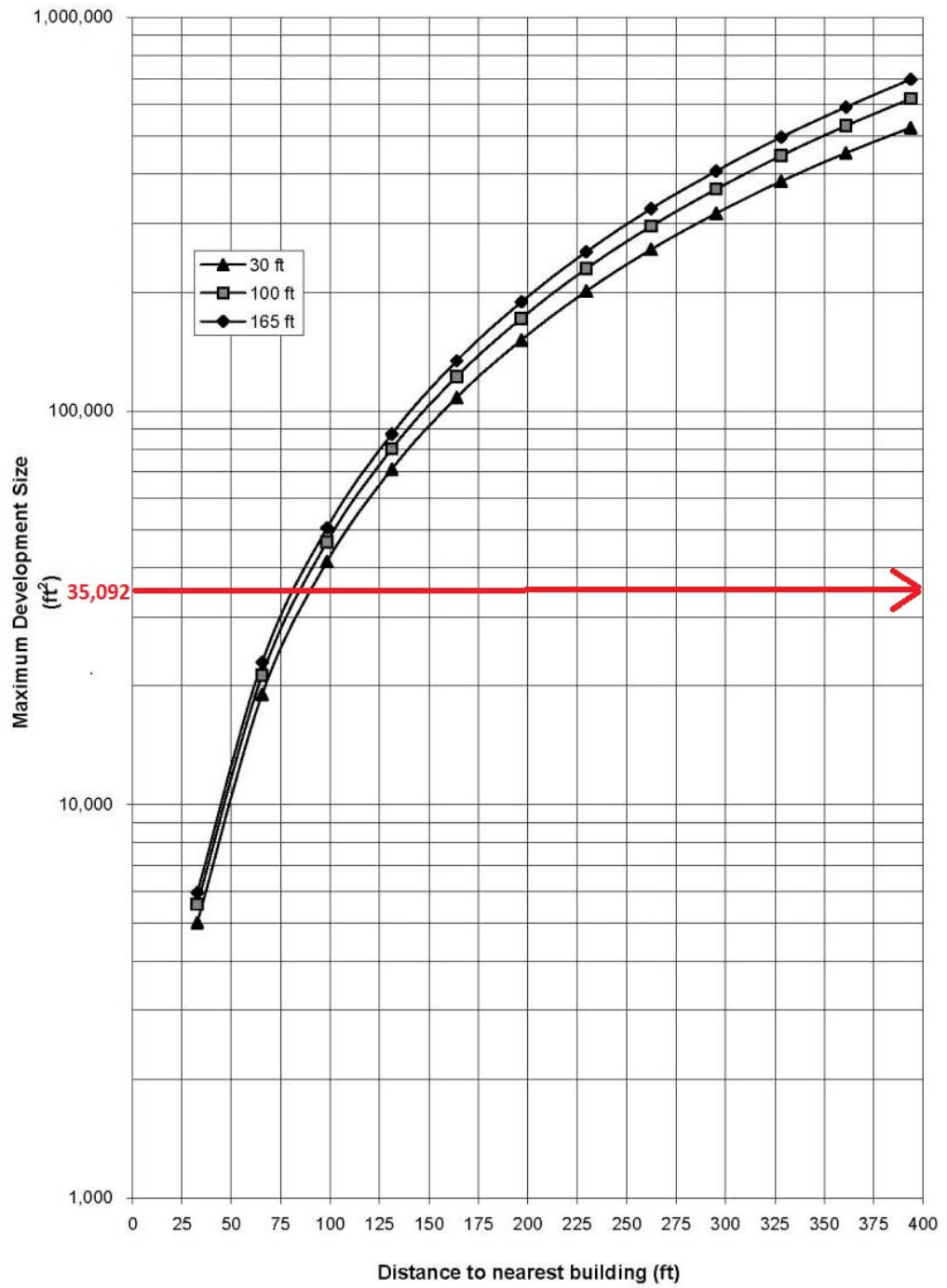
According to the CEQR Technical Manual, the potential of stationary source air quality impacts exist when actions create:

- New stationary sources of pollutants
- Add uses near existing (or planned) emissions stacks
- Add new uses that might be affected by the emissions from the stacks
- Add structures near such stacks and those structures can change the dispersion of emissions from the stacks so that they begin to affect surrounding uses

The building would be heated by a new gas fired system and would have a floor area of 35,092 gross square feet including cellar space. The building would create a new stationary source of pollutant. Therefore, a preliminary screening was conducted to determine the effects on nearby receptors.

Based on a review of land use maps there is no building within 400 feet of the project site that is of comparable or greater height to the proposed development. A screening analysis was conducted using Figure 17-3 of the *CEQR Technical Manual*. This figure shows that the proposed project does not have the potential for significant adverse impacts related to HVAC emissions.

**Figure 17-3:
Stationary Source Screen**



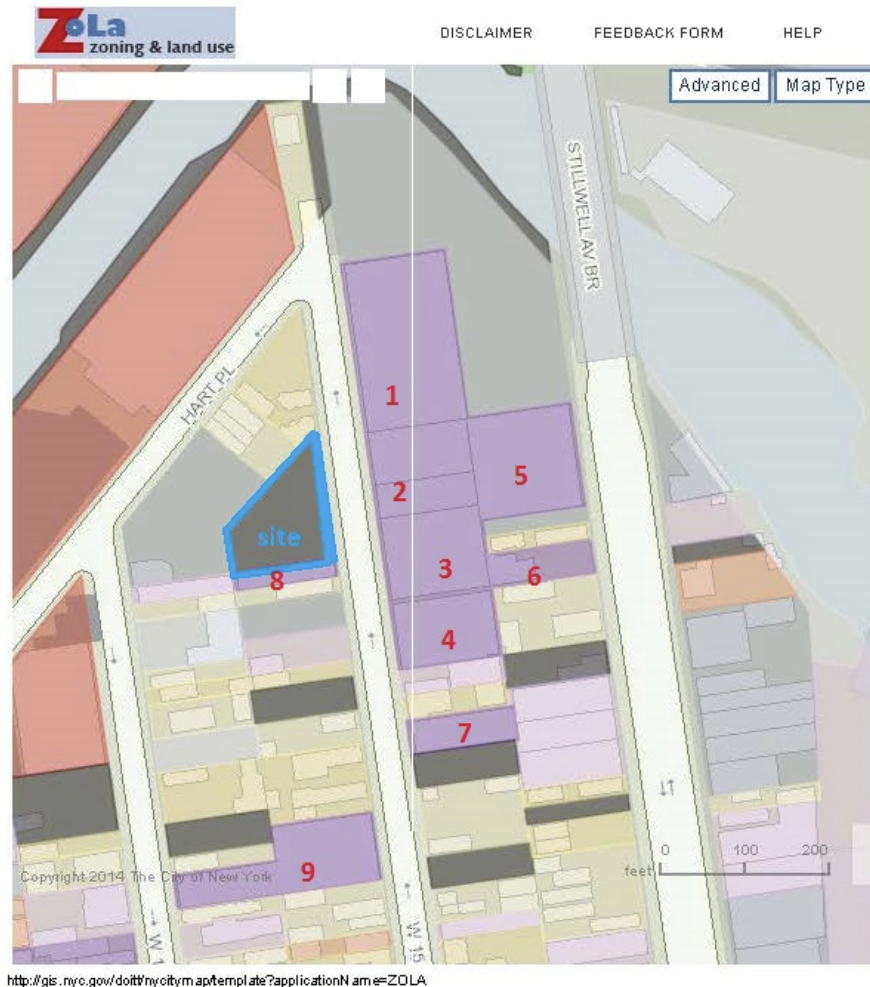
Industrial Sources

The proposed action would permit new commercial use within an M1-2 manufacturing district. Despite the area’s manufacturing zoning, local development consists of a mix of residential and commercial warehousing and distribution uses.

Based on field observations and reviews of area land use maps and aerial photographs, there are no active industrial processes or automotive uses within 400 feet of the subject property, despite the area’s Manufacturing zoning. Therefore, no significant adverse impacts related to air quality industrial sources are expected to result from the proposed action.

The following table identifies industrial uses within a 400-foot radius of the project site. This table is keyed to the following map.

Map Key #	Address	Block/Lot	Use
1	2675 West 15 th Street	6997/171	Warehouse/distribution
2	2703 West 15 th Street	6997/45	Warehouse/distribution
3	2709 West 15 th Street	6997/42	Warehouse/distribution
4	2727 West 15 th Street	6997/38	Warehouse/distribution
5	2670 Stillwell Avenue	6997/57	Warehouse/distribution
6	2688 Stillwell Avenue	6997/63	Open storage
7	2737 West 15 th Street	6997/33	Bakery
8	2716 West 15 th Street	6996/60	Food distribution
9	2752 West 15 th Street	6996/77	storage



Neighborhood Character

An assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts on or moderate effects on a specific range of technical areas presented in the CEQR Technical Manual. These elements are believed to define a neighborhood's character, specifically:

- Land Use, Zoning, and Public Policy
- Socioeconomic Conditions
- Open Space
- Historic & Cultural Resources
- Urban Design and Visual Resources
- Shadows
- Transportation
- Noise

On the Short Form EAS, yes responses were provided for the following elements of the CEQR assessment:

- Land Use, Zoning, and Public Policy: Yes, the proposed action would introduce a use that could not be developed on the subject site as of right. The proposed use would be compatible with surrounding uses and meets the findings of the Special Permit.
- Shadows: Yes, the proposed project would result in new development that would exceed 50 feet in height. A Tier I shadow screening determined that there are no sunlight-sensitive land uses within the area that could be affected by project-generated shadows.
- Historical and Cultural Resources: Yes, the proposed action would involve construction resulting in in-ground disturbance to an area not previously excavated. The project has been reviewed by LPC, which determined that the site is not sensitive for archaeological resources.
- Urban Design: Yes, the proposed building would not be consistent with the bulk regulations of the Special Coney Island Mixed Use District that require a fifteen-foot open area at the side yards of commercial or manufacturing developments that abut residential uses. However, the proposed building would be consistent with the bulk and massing of nearby warehouse buildings. Additionally, since the affected side yard abuts the rear yards of the adjacent residentially occupied lots, there is ample distance between these houses and the proposed new building.
- Hazardous Materials: A Phase I Environmental Site Assessment was performed, and no RECs were identified. An [E] designation is being proposed for the project site.
- Transportation: Traffic associated with the proposed warehouse would not trigger a traffic analysis based on 2014 *CEQR Technical Manual* thresholds. The location can adequately accommodate truck maneuvering.

A preliminary assessment determines if anticipated changes in these elements may affect one or more contributing elements of neighborhood character. The assessment should answer the following two questions:

1. *What are the defining features of the neighborhood?*
2. *Does the project have the potential to affect the defining features of the neighborhood, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical areas?*

The Coney Island mixed use area contains predominantly warehousing, open parking, and small residences. The scope, size, and location of the proposed project would not create a significant adverse change any of the distinctive features noted above. No significant adverse neighborhood character impacts are anticipated and no additional assessment is required.

For Internal Use Only:

WRP no. 13-001

Date Received: _____

DOS no. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's designated coastal zone, must be reviewed and assessed for their consistency with the New York City Waterfront Revitalization Program (WRP). The WRP was adopted as a 197-a Plan by the Council of the City of New York on October 13, 1999, and subsequently approved by the New York State Department of State with the concurrence of the United States Department of Commerce pursuant to applicable state and federal law, including the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. As a result of these approvals, state and federal discretionary actions within the city's coastal zone must be consistent to the maximum extent practicable with the WRP policies and the city must be given the opportunity to comment on all state and federal projects within its coastal zone.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, other state agencies or the New York City Department of City Planning in their review of the applicant's certification of consistency.

A. APPLICANT

1. Name: James Heineman, Equity Environmental Engineering LLC
2. Address: 227 Route 206, Suite 6 Flanders NJ 07836
3. Telephone: 973-527-7451 Fax: 973-858-0280 E-mail: jim.heineman@equityenvironmental.com
4. Project site owner: SO Development Enterprises LLC

B. PROPOSED ACTIVITY

1. Brief description of activity:
The project sponsor proposes to build a three-story commercial warehouse on a site at 2702 West 15th Street, Brooklyn NY. The site is currently unimproved and is used for vehicle storage.
2. Purpose of activity:
The warehouse would serve the applicant's retail, catalogue, and internet sales operations.
3. Location of activity: (street address/borough or site description):
1502 West 15th Street, Brooklyn NY

Proposed Activity Cont'd

- 4. If a federal or state permit or license was issued or is required for the proposed activity, identify the permit type(s), the authorizing agency and provide the application or permit number(s), if known:
n/a

- 5. Is federal or state funding being used to finance the project? If so, please identify the funding source(s).
None

- 6. Will the proposed project require the preparation of an environmental impact statement?
Yes _____ No _____ If yes, identify Lead Agency:

- 7. Identify **city** discretionary actions, such as a zoning amendment or adoption of an urban renewal plan, required for the proposed project.
The proposed development requires a Special Permit pursuant to Section 106-32(a) and (c) to allow new commercial development.

C. COASTAL ASSESSMENT

Location Questions:	Yes	No
1. Is the project site on the waterfront or at the water's edge?	_____	<input checked="" type="checkbox"/>
2. Does the proposed project require a waterfront site?	_____	<input checked="" type="checkbox"/>
3. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land underwater, or coastal waters?	_____	<input checked="" type="checkbox"/>

Policy Questions	Yes	No
------------------	-----	----

The following questions represent, in a broad sense, the policies of the WRP. Numbers in parentheses after each question indicate the policy or policies addressed by the question. The new Waterfront Revitalization Program offers detailed explanations of the policies, including criteria for consistency determinations.

Check either "Yes" or "No" for each of the following questions. For all "yes" responses, provide an attachment assessing the effects of the proposed activity on the relevant policies or standards. Explain how the action would be consistent with the goals of those policies and standards.

4. Will the proposed project result in revitalization or redevelopment of a deteriorated or under-used waterfront site? (1)	<input checked="" type="checkbox"/>	_____
5. Is the project site appropriate for residential or commercial redevelopment? (1.1)	<input checked="" type="checkbox"/>	_____
6. Will the action result in a change in scale or character of a neighborhood? (1.2)	_____	<input checked="" type="checkbox"/>

Policy Questions cont'd

Yes No

7. Will the proposed activity require provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (1.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Is the action located in one of the designated Significant Maritime and Industrial Areas (SMIA): South Bronx, Newtown Creek, Brooklyn Navy Yard, Red Hook, Sunset Park, or Staten Island? (2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Are there any waterfront structures, such as piers, docks, bulkheads or wharves, located on the project sites? (2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Would the action involve the siting or construction of a facility essential to the generation or transmission of energy, or a natural gas facility, or would it develop new energy resources? (2.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. Does the action involve the siting of a working waterfront use outside of a SMIA? (2.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. Does the proposed project involve infrastructure improvement, such as construction or repair of piers, docks, or bulkheads? (2.3, 3.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. Would the action involve mining, dredging, or dredge disposal, or placement of dredged or fill materials in coastal waters? (2.3, 3.1, 4, 5.3, 6.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14. Would the action be located in a commercial or recreational boating center, such as City Island, Sheepshead Bay or Great Kills or an area devoted to water-dependent transportation? (3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. Would the proposed project have an adverse effect upon the land or water uses within a commercial or recreation boating center or water-dependent transportation center? (3.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16. Would the proposed project create any conflicts between commercial and recreational boating? (3.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17. Does the proposed project involve any boating activity that would have an impact on the aquatic environment or surrounding land and water uses? (3.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18. Is the action located in one of the designated Special Natural Waterfront Areas (SNWA): Long Island Sound- East River, Jamaica Bay, or Northwest Staten Island? (4 and 9.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19. Is the project site in or adjacent to a Significant Coastal Fish and Wildlife Habitat? (4.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20. Is the site located within or adjacent to a Recognized Ecological Complex: South Shore of Staten Island or Riverdale Natural Area District? (4.1and 9.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21. Would the action involve any activity in or near a tidal or freshwater wetland? (4.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22. Does the project site contain a rare ecological community or would the proposed project affect a vulnerable plant, fish, or wildlife species? (4.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23. Would the action have any effects on commercial or recreational use of fish resources? (4.4)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24. Would the proposed project in any way affect the water quality classification of nearby waters or be unable to be consistent with that classification? (5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25. Would the action result in any direct or indirect discharges, including toxins, hazardous substances, or other pollutants, effluent, or waste, into any waterbody? (5.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26. Would the action result in the draining of stormwater runoff or sewer overflows into coastal waters? (5.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27. Will any activity associated with the project generate nonpoint source pollution? (5.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28. Would the action cause violations of the National or State air quality standards? (5.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Policy Questions cont'd

Yes No

29. Would the action result in significant amounts of acid rain precursors (nitrates and sulfates)? (5.2C)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30. Will the project involve the excavation or placing of fill in or near navigable waters, marshes, estuaries, tidal marshes or other wetlands? (5.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31. Would the proposed action have any effects on surface or ground water supplies? (5.4)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
32. Would the action result in any activities within a federally designated flood hazard area or state-designated erosion hazards area? (6)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
33. Would the action result in any construction activities that would lead to erosion? (6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
34. Would the action involve construction or reconstruction of a flood or erosion control structure? (6.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
35. Would the action involve any new or increased activity on or near any beach, dune, barrier island, or bluff? (6.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
36. Does the proposed project involve use of public funds for flood prevention or erosion control? (6.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
37. Would the proposed project affect a non-renewable source of sand ? (6.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
38. Would the action result in shipping, handling, or storing of solid wastes, hazardous materials, or other pollutants? (7)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
39. Would the action affect any sites that have been used as landfills? (7.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
40. Would the action result in development of a site that may contain contamination or that has a history of underground fuel tanks, oil spills, or other form or petroleum product use or storage? (7.2)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
41. Will the proposed activity result in any transport, storage, treatment, or disposal of solid wastes or hazardous materials, or the siting of a solid or hazardous waste facility? (7.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
42. Would the action result in a reduction of existing or required access to or along coastal waters, public access areas, or public parks or open spaces? (8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
43. Will the proposed project affect or be located in, on, or adjacent to any federal, state, or city park or other land in public ownership protected for open space preservation? (8)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
44. Would the action result in the provision of open space without provision for its maintenance? (8.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
45. Would the action result in any development along the shoreline but NOT include new water-enhanced or water-dependent recreational space? (8.2)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
46. Will the proposed project impede visual access to coastal lands, waters and open space? (8.3)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
47. Does the proposed project involve publicly owned or acquired land that could accommodate waterfront open space or recreation? (8.4)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
48. Does the project site involve lands or waters held in public trust by the state or city? (8.5)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
49. Would the action affect natural or built resources that contribute to the scenic quality of a coastal area? (9)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
50. Does the site currently include elements that degrade the area's scenic quality or block views to the water? (9.1)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Policy Questions cont'd

Yes No

51. Would the proposed action have a significant adverse impact on historic, archeological, or cultural resources? (10)

52. Will the proposed activity affect or be located in, on, or adjacent to an historic resource listed on the National or State Register of Historic Places, or designated as a landmark by the City of New York? (10)

D. CERTIFICATION

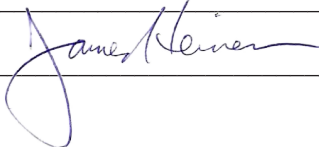
The applicant or agent must certify that the proposed activity is consistent with New York City's Waterfront Revitalization Program, pursuant to the New York State Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If the certification can be made, complete this section.

"The proposed activity complies with New York State's Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent Name: James Heineman, Equity Environmental Engineering LLC

Address: 227 Route 206, Suite 6

Flanders NJ 07836 Telephone 973-527-7451

Applicant/Agent Signature:  Date: October 31, 2014

APPENDIX A – AGENCY CORRESPONDENCE

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 15DCP052K
Project:
Date received: 10/6/2014

The LPC is in receipt of the EAS of 9/11/14. The text is acceptable for historic and cultural resources.

Properties with no Architectural or Archaeological significance:

- 1) ADDRESS: 2702 WEST 15 STREET, BBL: 3069960053
- 2) ADDRESS: WEST 15 STREET, BBL: 3069960059

Gina Santucci

10/9/2014

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 29395_FSO_DNP_10092014.doc



**Environmental
Protection**

*Carter H. Strickland, Jr.
Commissioner*

Angela Licata
Deputy Commissioner
of Sustainability
alicata@dep.nyc.gov

59-17 Junction Boulevard
Flushing, NY 11373
T: (718) 595-4398
F: (718) 595-4479

February 3rd, 2014

Mr. Robert Dobruskin
Director, Environmental Assessment and Review Division
New York City Department of City Planning
22 Reade Street, Room 4E
New York, New York 10007-1216

**Re: 2702 W. 15th Street
Block 6996 Lots 53 & 57
CEQR # 77DCP096K
Brooklyn New York, 11224.**

Dear Mr. Dobruskin:

The New York City Department of Environmental Protection, Bureau of Environmental Planning and Analysis (DEP) has reviewed the January 2013 Phase I Environmental Site Assessment Report (Phase 1) prepared by Equity Environmental Engineering LLC., and the Environmental Assessment Statement (EAS) prepared by James Heineman on behalf of SO Development Enterprises LLC., (applicant) for the above referenced project. It is our understanding that the applicant is seeking a Special Permit from the New York City Department of City Planning (DCP) to permit the development of a new three-story commercial warehouse building, as well as to modify yard regulations in a mixed-use zoning district. The development site, Block 6996 Lots 53 & 57, is located at 2702 West 15th Street between Hart Place and Neptune Avenue in the Coney Island neighborhood of Brooklyn, Community District 14. It should also be noted that the project site is undeveloped and is currently being used as storage for damaged vehicles.

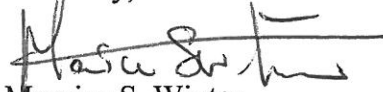
The January 2013 Phase I report revealed that historical on-site and surrounding area land uses consists of residential, industrial and commercial uses including Arma Fuel Oil Co., residential dwellings, a meat distributor, a Russian ravioli shop, parking lots, Tru-View Plastics and General Iron Corp. Regulatory databases such as the New York State Department of Environmental Conservation (NYSDEC) SPILLS, Leaking Underground Storage Tank (LUST), New York State Leaking Storage Tanks (LTANKS), Resource Conservation and Recovery Act, and Generator and Petroleum Bulk Storage identified several sites in close proximity to the project site. These databases revealed 24 LTANKS and 34 Historic LTANKS (HIST LTANKS) within a 1/2-mile radius, as well as 11 SPILLS within a 1/8-mile radius of the project site.

Based upon our review of the submitted documentation, we have the following comments and recommendations to DCP:

- DCP should inform the applicant that based on the historical on-site and surrounding area land uses, a Phase II Environmental Site Assessment (Phase II) is necessary to adequately identify/characterize the surface and subsurface soils of the subject parcels. A Phase II Investigative Protocol/Work Plan summarizing the proposed drilling, soil, groundwater, and soil vapor sampling activities should be submitted to DEP for review and approval. The Work Plan should include blueprints and/or site plans displaying the current surface grade and sub-grade elevations and a site map depicting the proposed soil boring locations and soil vapor sampling locations. Soil and groundwater samples should be collected and analyzed by a New York State Department of Health (NYSDOH) Environmental Laboratory Approval Program (ELAP) certified laboratory for the presence of volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds by EPA Method 8270, pesticides by EPA Method 8081, PCBs by EPA Method 8082, Target Analyte List metals (filtered and unfiltered for groundwater samples) and soil vapor samples by EPA Method TO-15. The soil vapor sampling should be conducted in accordance with NYSDOH's October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York. The soil vapor samples should be collected and analyzed by a NYSDOH ELAP certified laboratory for the presence of VOCs by EPA Method TO-15. An Investigative Health and Safety Plan (HASP) should also be submitted to DEP for review and approval.
- DCP should also instruct the applicant that the Phase II Work Plan and HASP should be submitted to DEP for review and approval prior to the start of any fieldwork.

Future correspondence related to this project should include the following CEQR # **77DCP096K**. If you have any questions, you may contact Ms. Cassandra Scantlebury at (718) 595-6756.

Sincerely,



Maurice S. Winter

Deputy Director, Site Assessment

cc: E. Mahoney
M. Winter
W. Yu
T. Estes
M. Wimbish
File

APPENDIX B – TRUCK MOVEMENT DIAGRAM

