Brooklyn Developmental Center Mixed-Use Project
Draft Scope of Work to Prepare an Environmental Impact Statement

A. INTRODUCTION

Pursuant to the New York State Environmental Quality Review Act ("SEQRA"), codified in Article 8 of the Environmental Conservation Law, and its implementing regulations (6 NYCRR Part 617), the New York State Urban Development Corporation d/b/a Empire State Development ("ESD"), intends to prepare an Environmental Impact Statement ("EIS") for the proposed Brooklyn Developmental Center Mixed-Use Project ("Proposed Project" or "Project") in Kings County, New York.

ESD, in collaboration with New York State Homes and Community Renewal ("HCR"), proposes the comprehensive redevelopment initiative, "Brooklyn Developmental Center Mixed-Use Project." The Proposed Project involves the acquisition of the approximately 28-acre Lot 300 of Block 4586 and the disposition of an approximately 27.1-acre parcel comprising a part of Lot 300 ("Project Site") to Vital BDC LLC, a conditionally designated development team consisting of Apex Building Company and/or its affiliates, L+M Development Partners Inc. and/or its affiliates, RiseBoro Community Partnership Inc., and Services for the UnderServed, Inc. ("S:US"), to facilitate the redevelopment of the Project Site into mixed-use affordable housing. The Project Site comprises the central portion of the former Brooklyn Developmental Center ("BDC") campus, which comprises most of the remainder of the former BDC campus available for disposition and redevelopment after a prior disposition to a different developer of the northern and southern portions of the BDC campus for the Fountain Avenue Land Use Improvement and Residential Project ("Fountain Avenue Project"). The approximately 0.99-acre southeastern portion of Lot 300, which is part of the overall Lot 300 that would be acquired by ESD, is not being contemplated for development as part of the Proposed Project and is not referred to as part of the Project Site herein.

The Proposed Project entails ESD's adoption of a General Project Plan ("GPP") to facilitate the development of approximately 2,475,760 square feet (sf) of residential space (approximately 2,623 new units of affordable housing), approximately 132,739 sf of commercial space (including neighborhood-serving commercial, supermarket, movie theater, gym, and restaurant), approximately 51,958 sf of community facility space (including senior center, One Brooklyn Health Clinic,[1] and community center),

[1] An important component of the Vital Brooklyn initiative's healthcare transformation strategy is New York State's support for the establishment of the One Brooklyn Health System, an integrated healthcare system comprised of Interfaith Medical Center, Kingsbrook Jewish Medical Center, and Brookdale University Hospital and Medical Center. The One Brooklyn Health System and the community-based healthcare component of the Vital Brooklyn initiative is intended to support the development of a clinically

approximately 27,700 sf of light manufacturing space (including vertical farming/agriculture, Meals on Wheels kitchen, and other light manufacturing), approximately 885 parking spaces (including approximately 370 surface parking spaces and approximately 515 enclosed parking spaces),, approximately 11,500 sf of other uses (including security booth/information station, compost and biodigester, and trash collection point), and approximately 9.1 acres of open space (including approximately 5 acres of publicly accessible open space and approximately 4.1 acres of private open space). Construction is anticipated to be undertaken in multiple phases, with the first phase commencing in 2022 and the final phase being completed in 2030, with full occupancy by 2031.

B. PROJECT IDENTIFICATION

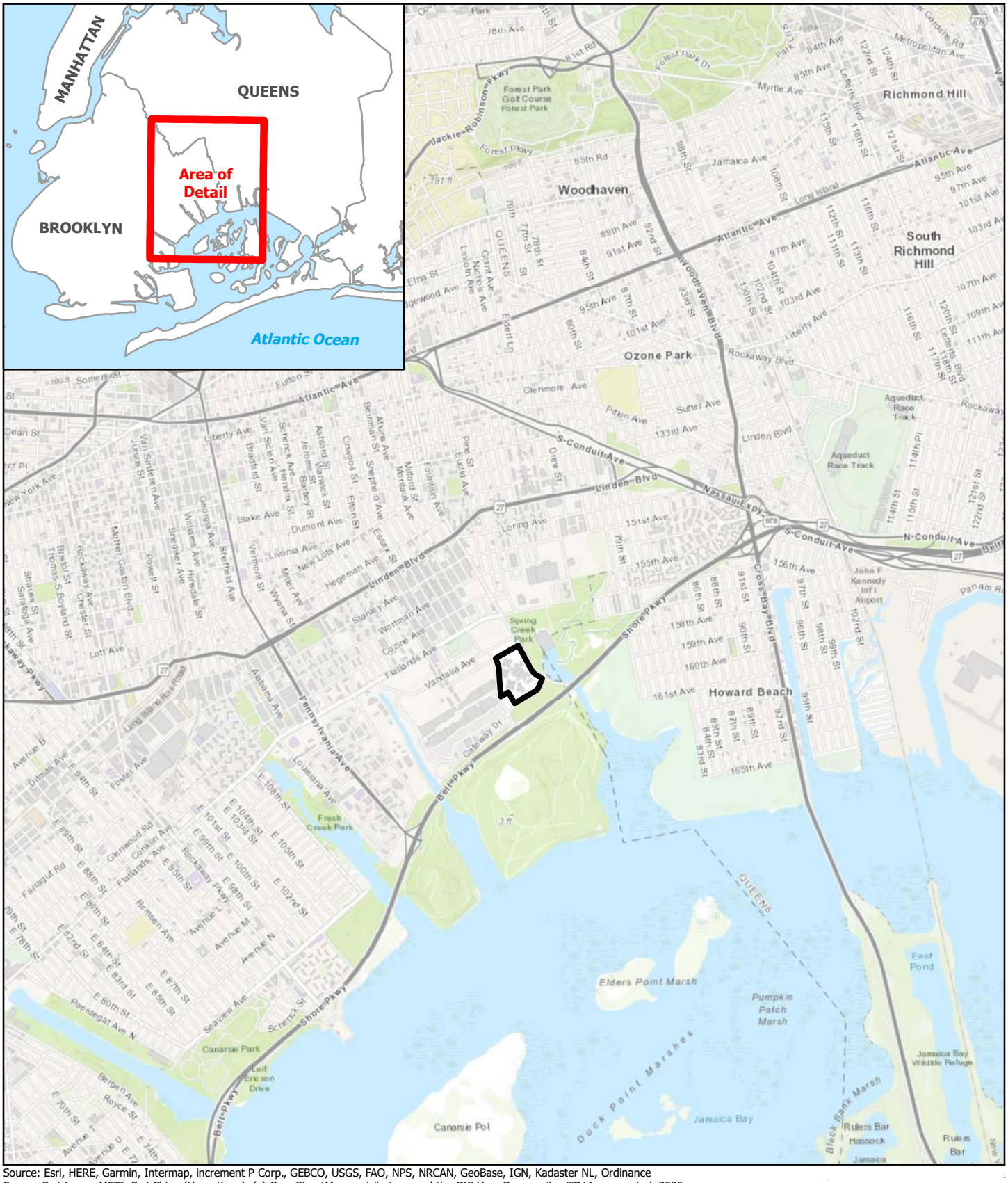
Project Location

The Project Site is located in the Spring Creek section of the East New York neighborhood in Brooklyn (Kings County), New York (see Figure 1, "Project Location"). It comprises approximately 1,180,557 sf (+/- 27.1 acres) of a block centrally positioned on the former BDC campus between two former portions of the BDC campus that are currently under development as part of the Fountain Avenue Project. The irregularly shaped block (Block 4586) is bounded by Vandalia Avenue to the north, Seaview Avenue to the south, Fountain Avenue to the east, and Erskine Street to the west.

The former BDC campus is currently developed with a series of seven institutional buildings, totaling approximately 512,000 sf. These building are centrally located on the former BDC campus and served as the residential and support buildings for BDC during its operations. Prior to 2016, these buildings were occupied by resident patients. BDC no longer provides on-site treatment and care for patients, and so the BDC buildings are no longer occupied by residents. A portion of one building is still used for office space; however, it is anticipated that these offices will be relocated prior to disposition of the Project Site, unrelated to the Proposed Actions.

Parkland lies across Fountain Avenue to the east and across Seaview Avenue to the south of the campus, with the Belt Parkway along the Jamaica Bay waterfront further to the south. The Gateway Center commercial area is to the west of the block and the Gateway Estates II residential development is to the west and north of the block.

comprehensive ambulatory care network. A condition of making the Project Site available for development, the developer would construct the core and shell of a new ambulatory care facility with services to be consistent with the needs of the Proposed Project tenant mix.



Source: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordinance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community; STV Incorporated, 2020.

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Figure 1

PROJECT LOCATION

BDC Redevelopment Project

Block 4586, Lot 300

NEW YORK STATE OF OPPORTUNITY. Empire State Development

Project Context

The site is currently operated by the New York State Office for People with Developmental Disabilities ("OPWDD"). In an effort to reduce its facilities footprint, OPWDD is consolidating its operations and relocating its operations to nearby facilities.

Two portions of the former BDC campus are already under construction as part of the Fountain Avenue Project, which is providing for the development of approximately 1,200 units of affordable housing on the northern portion of the block (Block 4586, Lot 200) and the southwest corner of the block (Block 4586, Lot 500).

The area surrounding the block to the west and north has been developed as the phased build-out of the Gateway Center commercial area and the Gateway Estates II residential development. This development followed the Fresh Creek Urban Renewal Plan ("FCURP") established by the New York City Department of Housing Preservation and Development ("NYCHPD") in 1967; the FCURP was amended in 1982, following the 1972 construction of the BDC and surrounding streets, and then amended a second time in 1996, at which point the Gateway Estates II residential development was subject to environmental review, as part of the plan amendment, allowing for the development that is nearing completion. The Project Site and all of the study area, except for the portion of Spring Creek Park to the east of Fountain Avenue, is located within the FCURA, which extends from approximately Flatlands Avenue at its northern edge, south to the Belt Parkway, east to Fountain Avenue, and west to Schenck Avenue and Hendrix Creek.

Proposed Development Program

ESD proposes the disposition of New York State-owned property on Lot 300 of Block 4586 to facilitate the redevelopment of a parcel comprising part of Lot 300 (the Project Site) to a conditionally designated development team, Vital BDC LLC. ESD would adopt a GPP to facilitate the construction of the Project.

The Proposed Project would provide up to approximately 2,475,760 sf of residential space (approximately 2,623 new units of affordable housing), approximately 132,739 sf of commercial space (including neighborhood-serving commercial, supermarket, movie theater, gym, and restaurant), approximately 51,958 sf of community facility space (including senior center, One Brooklyn Health Clinic, and community center), approximately 27,700 sf of light manufacturing space (including vertical farming/agriculture, Meals on Wheels kitchen, and other light manufacturing), approximately 885 parking spaces (including approximately 370 surface parking spaces and approximately 515 enclosed parking spaces), approximately 11,500 sf of other uses (including security booth/information station, compost and biodigester, and trash collection point), and approximately 9.1 acres of open space (including approximately 5 acres of publicly accessible open space and approximately 4.1 acres of private open space) (see Figure 2, "Site Plan").

It is also expected that the GPP would require that 100 percent of the approximately 2,623 residential units developed as part of the Proposed Project would be affordable to households earning less than or equal to 80 percent of the area median income ("AMI"). The GPP would also require that approximately 231 units or 8.8 percent of units would be set aside specifically for senior citizens, and approximately 503 units or 19.1 percent of units would be designated as supportive housing for residents with intellectual and developmental disabilities, residents with behavioral health issues (severe mental illness), the frail and elderly, youth aging out of foster care, the formerly incarcerated, and military service members with disabilities (see Table 1, "Proposed Affordable Housing Types and Number of Units").

Table 1: Proposed Affordable Housing Types and Number of Units

Affordable Housing Types[1]	Number of Units
General Housing	
General Population	Approx. 1,958
Senior Citizen [2]	Approx. 162
Supportive Housing [3,4]	
Intellectual and Developmental Disabilities (I/DD)	Approx. 204
Behavioral Health [5]	Approx. 102
Frail/Elderly (senior citizen housing) [2]	Approx. 69
Youth Aging Out of Foster Care	Approx. 41
Formerly Incarcerated	Approx. 46
Military Service with Disabilities	Approx. 41
Grand Total	**Approx. 2,623**

Notes:
[1] Housing for households earning <= 80% Area Median Income (AMI)
[2] Senior citizen housing units total approximately 231
[3] Available to residents who receive publicly-funded support and services
[4] Supportive housing units total approximately 503
[5] Severe mental illness

Source: Vital BDC LLC

The Proposed Project would create three two-way public streets, North Street, South Street, and Field Drive; four shared pathways designed in a "woonerf" style of shared street, Creek, West, East, and Park walks. Existing intersections surrounding the Project Site would be modified to accommodate newly mapped streets.

Source: Vital Brooklyn; Dattner Architects; SCAPE; STV Incorporated, 2020.

Figure 2

SITE PLAN

BDC Redevelopment Project

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It is anticipated that construction would be undertaken in multiple phases, with the first phase commencing in 2022 and the final phase being completed in 2030, with full occupancy by 2031. For the purposes of applicable EIS analyses, the following estimated schedule for construction phasing and occupancy is assumed, based on typical construction timelines:

- The demolition of existing buildings and construction of one high-rise mixed-use building with One Brooklyn Health Clinic (Building C1), one high-rise mixed-use building with a neighborhood-serving commercial use and interior parking (Building C2), one mid-rise residential building (Building C3), a security booth/information station (Building G), a compost and biodigester (Building I), a trash collection point (Building J) on the western and southern portions of the Project Site, and the construction of Field Drive and South Street between Erskine Street and Field Drive. Demolition would begin in June 2022 and end in October 2022. Construction would begin in October 2022 and end in February 2025, with full occupancy by August 2025.

- The demolition of existing buildings and development of one high-rise mixed-use building with a neighborhood-serving commercial use and interior and surface parking (Building A1), one high-rise mixed-use building with a supermarket (Building A2), and one high-rise residential building (Building B1) on the northwestern and northeastern portions of the Project Site and the construction of North Street. Demolition would begin in August 2023 and end in December 2023. Construction would begin in December 2023 and end in April 2026, with full occupancy by November 2026

- The demolition of existing buildings and development of four mid-rise residential buildings (Buildings A3, B3, D3, and E3) and one community center (Building F) in the central portion of the Project Site. Demolition would begin in December 2024 and end in June 2025. Construction would begin in June 2025 and end in December 2027, with full occupancy by June 2028.

- The development of one high-rise mixed-use building with a senior center (Building B2) and a mixed-use building with light manufacturing uses (including vertical farming/agriculture, Meals on Wheels Kitchen, and other light manufacturing) and a restaurant (Building H) on the eastern and central portions of the Project Site. Construction would begin in June 2026 and end in October 2028, with full occupancy by April 2029.

- The demolition of existing buildings and development of four high-rise residential buildings (Buildings D1, D2, E1, and E2) on the eastern portion of the Project Site and the construction of South Street between Field Drive and Fountain Avenue. Demolition would begin in June 2027 and end in December 2027. Construction would begin in December 2027 and end in April 2030, with full occupancy by October 2030.

- The development of a commercial building with uses such as a movie theater, gym, and interior parking (Building K) on the southern portion of the Project Site. Construction would begin in December 2028 and end in December 2030, with full occupancy by 2031.

C. PURPOSE AND NEED

The Proposed Actions facilitates the construction of affordable housing in a significantly underserved portion of Brooklyn, in the area known as East New York. The proposed acquisition, sale, and redevelopment of the Project Site would allow for the reuse of substantially underdeveloped acreage to provide affordable housing in a significantly underserved portion of Brooklyn and would include supportive housing, as well as housing for senior citizens. As part of Governor Cuomo's Vital Brooklyn initiative, a New York State community development initiative that leverages state programs and resources to improve health and wellness in Central Brooklyn, the Proposed Project would also improve economic opportunities in East New York, which is located within one of the most socially and economically disadvantaged areas of New York State, with measurably higher than average rates of obesity, diabetes, and high blood pressure, limited access to healthy foods or opportunities for physical activity, and wide economic disparities from unemployment and poverty levels. The Proposed Project seeks to ameliorate these conditions by creating a community that is health-based, is centered around open space, provides walkable access to retail destinations, and is within close proximity to a significant regional park (Shirley Chisholm State Park). Further, the Project would provide space for job creating operations that would also support community health, such as meal delivery services and urban farming uses. As such, the Proposed Project would provide affordable housing to an underserved portion of Brooklyn, including supportive housing and housing for senior citizens, and improve wellness and economic opportunities as part of the Vital Brooklyn initiative.

D. REQUIRED APPROVALS

The Proposed Project is expected to require the following actions and approvals:

- ESD adoption and affirmation of a General Project Plan, including possible overrides of the New York City Zoning Resolution ("ZR") pursuant to the *New York State Urban Development Corporation Act, Chapter 174 of the Laws of 1968*. ESD would establish Design Guidelines (the "Design Guidelines") for the Proposed Project that would address among other things, use, bulk and dimensional parameters that would be applied in lieu of zoning. The Proposed Project would be required to comply with the Design Guidelines.

- Disposition of property from DASNY to ESD and sale of property by ESD to the designated developer
- Possible funding and/or financing from the following:
    - New York State Homes and Community Renewal
    - New York State Office for People with Developmental Disabilities
    - New York State Office of Mental Health
    - New York City Department of Housing Preservation and Development, and
    - New York City Housing Development Corporation
- Possible need for a New York State Department of Environmental Conservation State Pollution Discharge Elimination System ("SPDES") permit for discharges of groundwater during construction.
- Mapping action to be undertaken by the designated developer in the future in order to map private land as City streets, facilitating the proposed roadway geometry for North Street, South Street, and Field Drive.

E. PREPARATION OF AN ENVIRONMENTAL IMPACT STATEMENT

The EIS will contain:

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

Except where otherwise noted in methodologies of respective technical analyses, as described herein, most EIS analyses for the Proposed Project will be performed for 2031 (the "build year"), when the Project is expected to be completed and fully operational. For this build year, the EIS will assess the potential for the Proposed Project to result in any significant adverse impacts by comparing conditions anticipated with the Proposed Project fully constructed and operational ("With Action conditions" or "Build conditions") to conditions expected without the Proposed Project ("No Action conditions" or "No Build conditions").

The EIS will assume that the physical condition of the Project Site in the future without the Proposed Project would resemble existing conditions but that the OPWDD staff currently working on the BDC campus would be relocated prior to Project construction (not part of the Proposed Actions). In addition, the EIS also will account for other "background projects" and/or changes expected to occur independent of the Proposed Project but in the vicinity of the Project Site, as appropriate.

Consistent with ESD practices, because the Proposed Project would be developed in New York City, this EIS will be prepared following the format of the New York City Environmental Quality Review ("CEQR") *Technical Manual,* and EIS analyses will be conducted per the guidance of the *CEQR Technical Manual.* In this way, the Proposed Project may be assessed in a manner that appropriately reflects the urban conditions and setting of the Project Site.

Screening Analyses

Based on the guidance, methodologies and thresholds of the *CEQR Technical Manual*, it is expected that the following environmental areas will not require detailed analysis in the EIS. For each of these areas a brief screening analysis, following the guidelines of the *CEQR Technical Manual*, will be presented in the EIS, with further detailed analyses if the screening analyses indicate they are warranted:

SOCIOECONOMIC CONDITIONS

The Proposed Actions would not 1) result in substantial direct changes to existing residential populations, 2) displace employees or businesses, 3) result in new development that differs markedly from the surrounding neighborhood, 4) create retail concentrations that may draw a substantial amount of sales from existing businesses within the study area, or 5) affect conditions in a specific industry. Therefore, per the guidance of the *CEQR Technical Manual*, no analysis of potential impacts to socioeconomic conditions is warranted.

Although the BDC no longer treats or houses patients on-site, approximately two hundred OPWDD administrative staff remain at the Project Site in 2020, maintaining ongoing business-related occupancy. The Proposed Actions would result in development of the Project Site in a manner consistent with surrounding development. The Proposed Project would provide affordable and supportive housing, to meet a ready demand and would not affect the surrounding land pattern, nor substantially alter the socio-demographic composition of the area as the development would be inhabited by people with income similar to existing demographics. Therefore, the development of the Project Site would neither directly displace residents or businesses, nor would it be expected to result in indirect displacement of surrounding businesses. In addition, the Proposed Project would neither affect the availability of goods and services, nor would it affect economic investment in a way that could change the socioeconomic character of the area.

Further, the proposed development would not result in indirect residential displacement that would adversely affect low-income populations, as the Project would provide affordable and supportive housing to an underserved area. In the future without the Proposed Actions, the Project Site would not be developed with residential housing, and thus would not result in direct displacement. Further, indirect displacement would be unlikely as the Proposed Project would not place market-rate demand pressure on the surrounding neighborhood. To the extent that surrounding populations may experience effects associated with transportation, air quality and noise, such impacts will be investigated separately in the respective topical areas of the EIS (detailed analyses described further herein), and then collectively in the Neighborhood Character and Cumulative Effects chapters of the EIS, as appropriate.

For these reasons, a detailed socioeconomics study, pursuant to the guidance of the *CEQR Technical Manual,* is not anticipated to be warranted. However, demographic data will be provided in order to describe the social context of the Proposed Project, as well as to inform detailed analyses of potential impacts to Schools, Child Care, Libraries, and Open Space, in particular:

- Existing population characteristics, based on 2010 U.S. Census data, will be presented for the existing conditions in the study area census tracts identified within a study area approximating a ¼-mile radius around the Project Site. A profile of a residential population will be presented which includes: total number of residents, household size, income, age distribution and ethnicity. These data will be compared to corresponding data for Brooklyn and the City.

- No Action conditions will be represented as no new development on or occupancy of the Project Site, and With Action conditions will represent the Proposed Project. Off-site development expected to occur by 2031, as determined in the Land Use, Zoning, and Public Policy chapter, will be considered to estimate total No Action population in the study area.

COMMUNITY FACILITIES AND SERVICES – Healthcare and Police and Fire Services

The Proposed Project would not directly affect healthcare or police and fire service facilities, such as by relocating a community facility. The *CEQR Technical Manual* recommends an analysis of potential indirect impacts on public health care facilities and police and fire protection if an action would introduce a sizeable new neighborhood where none existed before. The Proposed Actions would not create a sizeable new neighborhood, but rather would fill in a neighborhood that is currently under development. Therefore, detailed analysis of police/fire services and health care facilities is not required; however, for informational purposes, a description of existing police, fire, and health care facilities serving the Project Site will be provided.

- Pursuant to the guidance provided in the *CEQR Technical Manual*, the location of hospitals and public health clinics serving the site will be identified on a map, and the name and location of the facility, its size, and its population and/or service area will be determined and presented.
- The locations of New York City Police Department ("NYPD") and New York City Fire Department ("FDNY") facilities serving the site will be identified and included on a map to illustrate their proximity to the proposed site.
- The NYPD and FDNY will be contacted for the appropriate information (service area, service issues, etc.) and correspondence will be included, as appropriate, in the EIS.

HISTORIC AND CULTURAL RESOURCES

The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission ("NYCLPC"); properties listed on or determined eligible for the State/National Register of Historic Places ("S/NR") or contained within a district listed on or determined eligible for S/NR listing; properties recommended by the New York State Office of Parks, Recreation and Historic Preservation ("OPRHP") for listing on the S/NR; and National Historic Landmarks.

The OPRHP has been consulted with regard to on-site historic resources and archaeology and has determined that the Proposed Project would not have the potential to affect either historic resources or archaeological resources. In addition, no historic resources have been identified within 400-feet of the Project Site. Therefore, no further analysis of historic and cultural resources is warranted. The results of this consultation will be summarized in the Historic and Cultural Resources chapter of the EIS.

WATER AND SEWER INFRASTRUCTURE – Water Supply

As the Proposed Project would not likely result in an exceptionally large demand for water (e.g., one million gallons per day or more) and is not located in an area known to have consistently low water pressure, a detailed water supply assessment will not be necessary, per the guidance of the *CEQR Technical Manual*. Based on available information, the existing water distribution system serving the Project Area will be described, including known relevant factors such as any known weaknesses in the local water supply distribution systems, such as sites near pressure boundaries; with a one-way flow of water; far from the nearest pressure regulator; far from the nearest trunk main; or that contain a large number of six inch (or smaller) water mains, based on information obtained from the New York City Department of Environmental Protection ("NYCDEP").

The amount of water that may be utilized will be determined per the guidance provided in the *CEQR Technical Manual* for No Action and With Action conditions and will be presented in tabular format and summarized in the EIS. The anticipated demand will be assessed to determine if there would be sufficient capacity to maintain adequate supply and pressure. The NYCDEP Bureau of Environmental Planning and Analysis ("BEPA") will be contacted for general assistance, as appropriate. Water conservation measures to be expected to be implemented as part of the Proposed Project also will be described.

SOLID WASTE AND SANITATION SERVICES

According to the *CEQR Technical Manual*, a solid waste and sanitation services assessment determines whether a project has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan ("SWMP") or with state policy related to the City's integrated solid waste management system. Few projects have the potential to generate substantial amounts of solid waste (50 tons per week or more) that could result in a significant adverse impact. However, it is recommended in the *CEQR Technical Manual* that the solid waste and service demand generated by a project be disclosed, based on standard waste generation rates. Therefore, the amount of solid waste that the Proposed Project would generate will be calculated, using solid waste generation rates provided in the *CEQR Technical Manual,* and disclosed in the EIS.

ENERGY

The annual energy consumption will be calculated for the residential, commercial, and light manufacturing uses that would be introduced with the Proposed Actions in accordance with the *CEQR Technical Manual*. As noted in the *CEQR Technical Manual*, all new structures requiring heating and cooling are subject to the New York City Energy Conservation Code. Additionally, Local Law 97, which was passed in April 2019, sets emission caps for buildings larger than 25,000 square feet beginning in 2024. Therefore, the need for a detailed assessment of energy impacts is limited to projects that may significantly affect the transmission or generation of energy. The Proposed Project would not significantly affect the transmission or generation of energy. Per the *CEQR Technical Manual*, a detailed analysis in the EIS is not required.

PUBLIC HEALTH

As described in the *CEQR Technical Manual,* a public health analysis would not be necessary for most projects; it may be necessary for projects where a significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. It is likely that any such impacts that may be determined with the Proposed Actions would be avoided, minimized or

mitigated, and thus there would be no need for further consideration in a Public Health affects assessment. A detailed Public Health analysis would be included if potential significant unmitigated adverse impacts associated with air quality, water quality, hazardous materials, or noise are identified in other sections of the EIS.

NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other features that include noise levels, traffic, pedestrian patterns, shadows, and open space. It is anticipated that a preliminary assessment of neighborhood character would be appropriate, per the guidance of the *CEQR Technical Manual,* with consideration given to potential transportation and noise effects that may result with the Proposed Project. It is not anticipated that potential effects of the Proposed Project would affect defining features of the surrounding neighborhood, which is characterized by recently constructed residential development (similar to what is being proposed on the Project Site) to the north, south, and west, a regional retail shopping area to the west, unbuilt open space (not publicly accessible) to the east, and the Belt Parkway to the south. The preliminary assessment will be summarized in the EIS, as appropriate, and if required a more detailed analysis of neighborhood character with regard to impacts determined in other technical areas, per the guidance of the *CEQR Technical Manual* will be provided.

Scope of Work for Detailed Analyses

TASK 1: PROJECT DESCRIPTION

The first chapter of the EIS will introduce the reader to the Proposed Project and set the context in which to assess impacts. The chapter will contain Project identification; the background and history of the Project and Project Site; a statement of purpose and need for the Proposed Project; a detailed description of the Proposed Actions necessary to achieve the Project; a description of the development program, project siting, and design; and a discussion of approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Project and its impacts and gives the public and decision-makers a base from which to evaluate the Project against the future without the Proposed Actions.

TASK 2: LAND USE, ZONING, AND PUBLIC POLICY

Given that most of the area surrounding the Project Site is fully developed per the amended 1996 FCURP, it is unlikely that the Proposed Actions would affect land use, zoning, or public policy off-site. However, a

chapter will be prepared to provide an overview of the context in which the Proposed Actions would occur including the ESD zoning override and implementation of a GPP.

The land use and zoning analyses, consistent with the guidelines of the *CEQR Technical Manual*, will include a land use study area that encompasses a 400-foot radius around the Project Site. The chapter will consider the Project's effect in terms of land use compatibility and land use trends as well as officially adopted plans and policies. This chapter will:

- Describe conditions on the Project Site, including the existing conditions and the underlying zoning;
- Describe the predominant land use patterns in the study area, including recent development trends. Generalized land use patterns and a discussion of trends in the surrounding neighborhood will also be presented;
- Describe existing zoning and recent zoning actions, as applicable, in the study area, as well as modifications to area plans, such as the FCURP and subsequent development of Gateway Estates II residential development in the area north and west of the Project Site;
- List future known projects in the study area and describe how these projects might affect land use patterns and development trends in the study area in the future without the Proposed Actions. Also, identify any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas as they related to the Proposed Project;
- Identify public policies applicable to the Project Site and/or the purpose and need of the Proposed Project.
- Assess the impacts of the Proposed Project on land use, zoning, and public policy.

The Project Site is located within the City's Coastal Zone, and therefore, the consistency of the Proposed Actions with the *Vision 2020: New York City Comprehensive Waterfront* Plan will be assessed; the New York State Department of State ("NYSDOS") Coastal Management Program Coastal Assessment Form ("NYS CAF") and New York City Waterfront Revitalization Program Consistency Assessment Form ("NYC CAF") will be completed and included as part of the EIS. To advance the City's goals for enhancing coastal climate resiliency, the Proposed Project will be assessed for its consistency with Sub-policy 6.2 of the New York City Waterfront Revitalization Program (NYC WRP) which considers climate change projections for coastal flooding and sea level rise in the design and review of projects. This policy requires all projects, except for maintenance and in-kind replacement of existing facilities, to identify potential vulnerabilities to and consequences of sea level rise and coastal flooding over their lifespan and to identify and incorporate design techniques to address these risks.

TASK 3: COMMUNITY FACILITIES AND SERVICES

Given the size of the residential population that would be introduced with the Proposed Project, detailed analysis of public elementary and intermediate schools, child care, and libraries will be conducted per the guidance of the *CEQR Technical Manual*.

Schools

- **Existing conditions.** Per the guidance of the *CEQR Technical Manual*, the number of high school students that would be introduced by the Proposed Project would be below the threshold for detailed analysis (approximately 150 students) based on the New York City School Construction Authority's 2019 Multipliers. However, since the number of elementary and intermediate students that would be introduced as a result of the Proposed Project would exceed the threshold of 50 or more elementary/middle school students, a detailed analysis of potential significant adverse impacts to public elementary and intermediate schools is warranted. The study area for the analysis of elementary and intermediate schools will be the school district's sub-district, based upon GIS files for the sub-district boundaries from the New York City Department of City Planning ("NYCDCP"). The locations of the elementary and intermediate schools will be illustrated on a map of the school district, with the sub-district study area identified, and information will be provided in the manner prescribed by the *CEQR Technical Manual*.

- **No Action and With Action conditions.** DOE enrollment projections will be obtained for the No Action conditions, including special education students, and will be presented per the methodology found in the *CEQR Technical Manual*. Information on projected changes that may affect the availability of seats in the schools within the study area will be obtained from DOE and NYCDCP, including plans for changes in capacity, new programs, capital projects, and improvements. The guidance of the *CEQR Technical Manual* will be followed to estimate the number of elementary- and intermediate-level school children that would be generated by the Proposed Project. These estimates will be compared to the No Action conditions to assess the potential impact of students generated by the Proposed Actions on public elementary and intermediate schools.

Child Care

- **Existing conditions.** The locations of publicly funded child care and Head Start centers within approximately 1.5 miles of the Project Site will be illustrated on a map, and information regarding location, capacity, and enrollment for existing publicly funded group child care and Head Start facilities within the study area will be obtained from NYCDCP and the Administration for Children's Services' ("ACS") Division of Child Care and Head Start, and provided in the manner prescribed by the *CEQR Technical Manual*.

- **No Action and With Action conditions.** NYCDCP will be contacted to obtain information on any changes planned for child care programs or facilities in the area of the Proposed Project. If changes are planned, they will be incorporated into the No Action capacities, together with any off-site development expected in No Action conditions. Table 6-1b of the *CEQR Technical Manual* will be used to estimate the number of eligible children under age 6, including planned residential development projects that include a substantial number of affordable housing units within the study area. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the Proposed Project. The projected demand for the Proposed Project will be added to the No Action conditions.

Libraries

- **Existing conditions.** A brief description of existing libraries within the study area, their information services, and their user population will be provided, and the location of each identified branch library within the study area will be illustrated on a map. NYCDCP will be contacted to obtain available information on services provided and circulation, as well as an assessment of existing conditions and levels of utilization. The branch holdings (print and electronic media) and circulation data (from NYCDCP's *Selected Facilities and Program Sites* database) will be identified.

- **No Action and With Action conditions.** Information will be obtained from NYCDCP concerning any planned new branches serving the study area and changes to existing branches in the No Action scenarios is then estimated. No Action projects identified in the Land Use, Zoning, and Public Policy chapter will be considered, as appropriate. Holdings per resident in the With Action scenario will be estimated and compared to the No Action holdings estimate and presented in a table. With input obtained from management at the affected library branch and any other branches that would be expected to absorb the demand from the Proposed Project, the effects of the added population (including the No Action and With Action conditions) on special programs, facilities, or collections will be qualitatively discussed.

TASK 4: OPEN SPACE

No direct adverse effects to existing open space resources would be expected with the Proposed Actions, as the Project Site contains no publicly accessible open space or park. Therefore, the open space analysis will only be concerned with potential indirect effects to open space.

The neighborhood containing the Project Site is not identified as either "Well-Served" or "Under-Served," according to the *CEQR Technical Manual*, and thus the threshold for requiring an analysis is 200 residents or 500 workers. The Proposed Project would introduce more than 200 residents, and so residential

analysis would be required; fewer than 500 workers would be attributable to the site, and so no analysis of potential impacts to open space as a result of workers is required.

The analyses of open space will be undertaken as described following:

- **Existing conditions.** A study area for the preliminary open space assessment for potential indirect effects associated with residential population introduced by the Proposed Project will be developed according to a one-half mile radius around the Project Site. All census tracts with at least 50 percent of their area within the generalized study area will be included as part of the study area for analysis. All open spaces within the defined study area will be identified and confirmed in the field. The acreage for each of the open spaces within the study area will be determined, and the total for the study area calculated.
    - Residential population in the study area will be based on 2010 U.S. Census data (with a population adjustment based on subsequent population estimates from DCP, as appropriate).
    - Per the guidance of the *CEQR Technical Manual*, open space ratios (acres of open space per 1,000 residents) will be calculated for both active open space (such as baseball fields and basketball courts) and passive open space (such as lawn or sitting areas). These open space ratios will be relied upon as a benchmark for determining potential impact on open space resources with the introduction of new residential population expected to be introduced by the Proposed Actions.
- **No Action and With Action conditions.** Open space ratios will be calculated, as prescribed by the *CEQR Technical Manual*, for the No Action and With Action conditions, including the proposed new open space that would be created under the Proposed Actions. Populations and open space expected to be introduced by No Action projects identified in the Land Use, Zoning, and Public Policy chapter will be considered, as appropriate. The potential for significant adverse indirect open space impacts will be considered pursuant to *CEQR Technical Manual* methodology.

TASK 5: SHADOWS

The Project Site contains no sunlight sensitive resources, as defined in the *CEQR Technical Manual*, that could potentially be affected by shadowing resulting from the proposed development of the Project Site. However, preliminary plans indicate that on-site buildings would be up to 224 feet in height (including bulkhead), and according to the *CEQR Technical Manual,* buildings over 50 feet in height (including mechanical space) are generally subject to an analysis of the effect of shadows cast by the development. Specifically, the *CEQR Technical Manual* requires a shadow analysis for proposed projects that have the

potential to cast new shadows on a publicly accessible open space or historic resources with sun-sensitive features. Accordingly, a screening analysis will be prepared pursuant to the guidance of the *CEQR Technical Manual* to determine when new shadows would reach any open space or sun-sensitive features of historic resources and, if required, a more detailed analysis of shadows will be provided.

TASK 6: URBAN DESIGN AND VISUAL RESOURCES

Following the guidelines of the *CEQR Technical Manual*, a preliminary assessment is appropriate if the Project would result in a physical change beyond what is allowed by existing zoning such as modifications of yard, height, and setback requirements or increase in floor area, and if such change is observable by the pedestrian. The preliminary assessment will include a description of the urban design and visual resources that exist in the study area currently, and their anticipated conditions in the future without the Proposed Actions.

Although the Proposed Actions would facilitate development on the Project Site that physically would differ markedly from its current campus condition, the Proposed Project would be consistent with the nearly complete Gateway Estates II residential development to the north and west of the Project Site, as well as the under construction Fountain Avenue Project directly north and directly southwest of the Project Site. Moreover, it would remove existing barriers and continue the street network into the former BDC campus, thereby providing currently nonexistent pedestrian linkages and enlivening the street scape with publicly accessible open space and commercial uses. As such, the Proposed Project would be expected to reinforce the urban design of the surrounding neighborhood. The Proposed Project would not be anticipated to result in off-site effects, such as secondary development, or changes to the neighborhood street pattern or block configuration. The Proposed Project would be visible from certain portions of Shirley Chisholm State Park and, as such, the EIS will include an analysis for impacts to visual resources. Therefore, the discussion of urban design will include the buildings anticipated to be constructed on the Project Site, as well as visual resources within the study area.

The chapter will describe and include photographs of the existing conditions of the site and surroundings and explain future No Action conditions. The discussion of conditions with the Proposed Project will include photographs, zoning and floor area calculations, lot coverage, building heights, project drawings and site plans, and descriptions of view corridors. Available architectural renderings of the proposed development will be included to support a description of the Project Site and its relation to the surrounding area with the Proposed Actions.

TASK 7: NATURAL RESOURCES

Based on a review of the New York State Department of Environmental Conservation ("NYSDEC") EAF mapper tool,[2] the Project Site is possibly in the vicinity of a short-eared owl habitat. NYSDEC Natural Heritage Program and U.S. Fish & Wildlife Service ("USFWS") will be consulted, and a field inspection will be conducted and summarized. In addition, because the Project Site is located within the Jamaica Bay Watershed, a *Jamaica Bay Watershed Form* will be prepared and included in an appendix to the EIS, along with appropriate agency correspondence. Findings will be summarized in the EIS.

TASK 8: HAZARDOUS MATERIALS

As explained in the *CEQR Technical Manual*, consideration of hazardous materials in the EIS examines whether the Proposed Project may increase the exposure of people or the environment to hazardous materials, and whether the Proposed Project may result in potential significant impacts to public health or the environment. As stated in the *CEQR Technical Manual*, the potential for significant adverse impacts from hazardous materials depends on the type of materials present and their location on the Project Site, their levels, and whether exposure to the hazardous materials would be associated with the Proposed Project, either during construction or during subsequent occupancy of the Project Site.

Therefore, a Phase I Environmental Site Assessment ("ESA") has been conducted and a Phase II ESA will be conducted to determine the potential presence of hazardous materials on the Project Site and will be reviewed in the EIS. The EIS will evaluate whether human exposure to hazardous materials and/or petroleum products could occur with the Proposed Actions, and whether potential hazardous materials exposure could affect on-site or surrounding natural resources or whether the Proposed Actions could exacerbate existing environmental contamination.

A Phase I ESA dated December 10, 2019 was prepared by AKRF on behalf of the Developer Team. The Phase I ESA was prepared in accordance with ASTM International ("ASTM") Standard E1527-13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Practice and ASTM Standard E2600-15 Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transaction. Additionally, an evaluation of business environmental risks which are ASTM non-scope considerations (i.e., asbestos-containing materials, lead-based paint, etc.) was performed as part of the Phase I ESA. The results of the Phase I ESA will inform the identification of hazardous substances and petroleum products that may be encountered during site redevelopment and a subsurface (Phase II ESA) investigation will be conducted.

[2] http://www.dec.ny.gov/eafmapper/

The Phase I ESA Report and Phase II ESA (to be conducted) may be incorporated by reference or included as appendices to the EIS; the reported findings of these reports will be summarized in the EIS, together with an identification of measures which may be appropriate to avoid the potential for significant adverse impacts.

The conclusions and recommendations provided as part of the Phase I ESA Report and Phase II ESA will be evaluated and summarized in the EIS. The EIS will disclose potential impacts relating to hazardous materials exposure that could result with the Proposed Project and include explanation of any measures required to ensure that impacts are avoided to the greatest extent practicable.

TASK 9: WATER AND SEWER INFRASTRUCTURE

Sewers and Stormwater Assessment

The Project Site is located in an area with a separate sewer system and is served by the 26th Ward Wastewater Treatment Plant ("WWTP"). The Proposed Project would introduce a mixture of land uses in amounts greater than the thresholds found in the *CEQR Technical Manual* and will thus require a preliminary wastewater/stormwater analysis.

The preliminary analysis of sewers focuses on the effects of increased sanitary and stormwater flows on the City's infrastructure serving the site. Therefore, the study area for the Proposed Project will include the 26th Ward WWTP and the conveyance system comprising the plant's drainage basin and affected sewer system. The study area will be defined in accordance with the *CEQR Technical Manual*, and the following steps will be completed per CEQR methodologies:

- **Existing conditions.** Describe the existing wastewater and stormwater conveyance systems and the 26th Ward WWTP and determine the existing sanitary flows or treated wastewater flows resulting from the area of the Proposed Project.
- **No Action and With Action conditions.** Future No Action estimates of the expected sanitary flows or treated wastewater flows will be determined based on *CEQR Technical Manual* guidance; should other topical areas (e.g., Land Use, Zoning, and Public Policy) reveal No Action projects, they may be included in the future No Action conditions for the assessment of water supply, if appropriate. The volume and peak discharge rates of stormwater and sewage expected from the site with the Proposed Project will be determined for a range of rainfall events. The NYCDEP matrix in Worksheet 2 in the *CEQR Technical Manual* will be utilized for this purpose. If the matrix analysis indicates an increase of 2 percent or more over existing conditions for dry and wet weather flows from the proposed site for any rainfall event that would discharge to the Jamaica Bay watershed, then, per the *CEQR Technical Manual* procedure, the matrix should be reviewed

by NYCDEP, for guidance as to whether further modeling is necessary. Conditions on the Project Site with and without the Proposed Project will be described in the EIS and presented in a tabular format per the guidance of the *CEQR Technical Manual* and summarily described in the EIS.

TASK 10: TRANSPORTATION

The transportation analyses conducted for the Proposed Project will include traffic, bus, subway, and pedestrian analyses to determine the potential impacts associated with the Proposed Project. In addition, vehicular and pedestrian safety evaluations will also be prepared. Parking demand generated by the Proposed Project will also be considered in a parking analysis.

Traffic Analysis

As the Proposed Project would be expected to exceed the 50-trip *CEQR Technical Manual* analysis threshold, detailed traffic analyses are proposed. These traffic analysis tasks will be undertaken as described in the following:

- **Existing conditions.** To develop the understanding of existing conditions, an existing conditions traffic network will be developed. Currently, all traffic data collection efforts are suspended, per the direction of NYCDOT, due to the ongoing COVID-19 pandemic circumstances. Therefore, an alternative methodology will be developed in coordination with NYCDOT that uses available traffic data previously collected at and near the Project study area to develop the baseline traffic volume network for the traffic analysis.

  Time periods. Networks will be developed for Weekday AM, midday, PM and Saturday midday peak hours.

  Study intersections. Nineteen traffic study intersections identified for a detailed analysis are as follows and as illustrated on the following Figure 3, "Proposed Traffic Study Area":

  - Fountain Avenue at Linden Avenue and Loring Avenue
  - Fountain Avenue at Flatlands Avenue
  - Fountain Avenue at Vandalia Avenue
  - Fountain Avenue at Proposed BDC North Street
  - Erskine Street at Gateway Schroeders Walk Driveway and Proposed BDC North Street
  - Erskine Street at North Gateway Center Driveway and Proposed BDC Creek Walk Drive
  - Erskine Street at Seaview Avenue
  - Erskine Street at Belt Parkway WB Service Road
  - Erskine Street at Belt Parkway EB Service Road
  - Schenck Avenue at Flatlands Avenue

- Seaview Avenue at Proposed BDC West Drive
- Fountain Avenue at Dumont Avenue
- Flatland Avenue at Pennsylvania Avenue
- Erskine Street at Proposed BDC South Street
- Fountain Avenue at Proposed BDC Creek Walk Drive
- Fountain Avenue at Proposed BDC South Street
- Seaview Avenue at Proposed BDC Field Drive
- Flatland Avenue at Elton Street

Study highway segments. A traffic analysis for the Belt Parkway freeway and ramp junctions at Erskine Street using FREVAL will be performed. The highway analysis will be performed for the weekday AM, midday, PM, and Saturday midday peak hours for the following highway segments:

- Westbound Belt Parkway
  - Freeway segment east of Erskine Street
  - Erskine Street off-ramp diverge segment
  - Freeway segment between Erskine Street off-ramp and on-ramp
  - Erskine Street on-ramp merge segment
  - Weaving segment between Erskine Street and Pennsylvania Avenue
- Eastbound Belt Parkway
  - Weaving segment between Erskine Street and Pennsylvania Avenue
  - Erskine Street off-ramp diverge segment
  - Freeway segment between Erskine Street off-ramp and on-ramp
  - Erskine Street on-ramp merge segment
  - Freeway segment east of Erskine Street

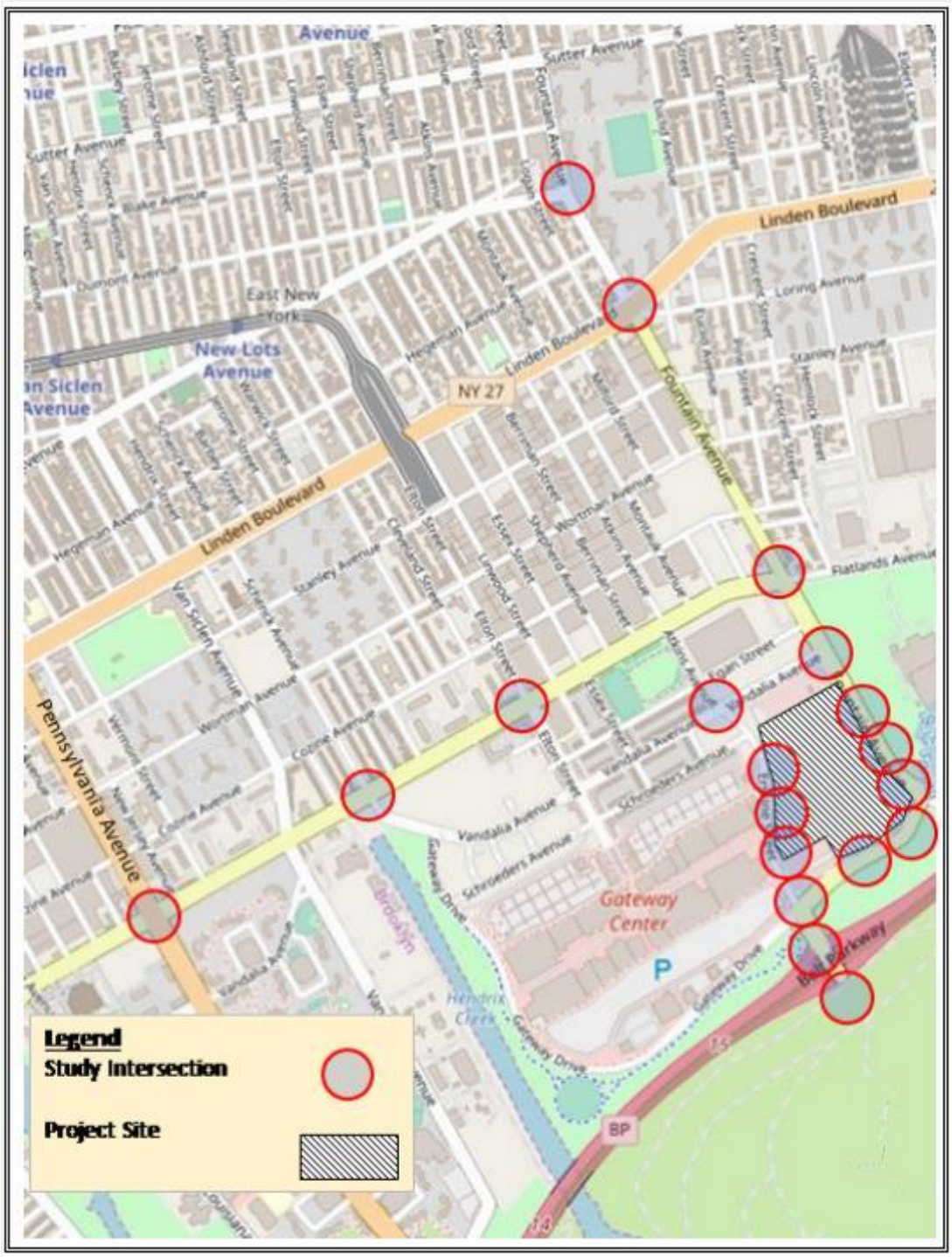

Figure 3: Proposed Traffic Study Area

The analysis will continue with:

- As previously noted, all traffic data collection efforts are suspended, per the direction of NYCDOT, due to the ongoing COVID-19 pandemic circumstances. Therefore, an alternative methodology for estimating existing travel speeds and delays will be developed for the air quality and noise analyses.

- Inventory physical and operational data as needed for capacity analysis purposes at each of the analyzed intersections. The data collected will be consistent with current *CEQR Technical Manual* guidelines and will include such information as street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, parking regulations, and signal phasing and timing data. Official signal timings will be obtained from NYCDOT.

- Using *2000 Highway Capacity Manual* methodologies, determine existing traffic conditions at each analyzed intersection including capacities, volume-to-capacity ("v/c") ratios, average control delays per vehicle and levels of service ("LOS") for each lane group and intersection approach, and for the intersection overall.

- **No Action conditions.** For the Proposed Project, planned projects that will be developed in the area in the future without the Proposed Project (the No Action conditions) will be identified, and the associated future No Action travel demand generated by these projects will be determined. The future traffic volumes from No Action projects will be estimated using published environmental assessments or forecasted based on current *CEQR Technical Manual* guidelines, U.S. Census data, and/or data from other secondary sources. An annual growth rate (typically, such factors are in the 0.5 to 1.0 percent range) will be applied to existing traffic volumes to account for general background growth, per *CEQR Technical Manual* guidelines. Mitigation measures planned for No Action projects will also be reflected in the future No Action traffic network as will any relevant initiatives planned by NYCDOT and other agencies. No Action traffic volumes will be determined, v/c ratios, and levels of service will be calculated, and congested intersections will be identified.

- **With Action conditions.** The following steps will be taken for analyses of the Proposed Project:

  - Based on available sources, U.S. Census data, standard references, and other approved EIS documents, forecast the travel demand generated by the Proposed Project's land uses, and the modes of transportation expected to be used for these trips.

  - Determine the volume of vehicle traffic expected to be generated by the Proposed Project, assign that volume of traffic in each analysis period to the approach and departure routes

likely to be used, and prepare balanced traffic volume networks for the future condition with the Proposed Project (the With Action conditions) for each analysis period.

- Determination of potential traffic impacts will again follow a two-step process similar to that for the No Action conditions. Determine the resulting v/c ratios, delays and LOS for the future With Action conditions, and identify significant traffic impacts in accordance with current *CEQR Technical Manual* criteria.

- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and NYCDOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and new traffic signal installations.

- The Proposed Project would include several vehicular and shared vehicular/pedestrian roadways. Three streets (North Street, South Street, and Field Drive) would become NYCDOT public streets and detailed traffic analyses will be performed at intersections along these proposed public roads.

Bus Analysis

As the Proposed Project potentially would add 50 or more trips per direction through the peak load point on one or more bus routes, a bus analysis is warranted and will be undertaken according to the following steps:

- **Existing conditions.** A detailed bus-line haul analysis will be performed for the AM, PM and Saturday peak hours for all bus routes that exceed *CEQR Technical Manual* thresholds for analysis. Existing peak hour bus service levels and maximum load-point ridership will be documented, including counts of ONs, OFFs, and bus occupancies. The study will focus on the B13, B83, B84, and Q8 routes that surround the block and the bus stops nearest the site.

- **No Action and With Action conditions.** Future No Action and With Action conditions will be determined, in a manner similar to that described above for traffic analyses. The effects of new project-generated peak hour trips will be determined, and bus transit mitigation, if warranted, will be identified in consultation with New York City Transit ("NYCT").

Subway Analysis

As the Proposed Project potentially would add 200 or more passengers at a single subway station or on a single subway line, a detailed subway analysis is warranted and will be undertaken according to the following steps:

- **Existing conditions.** A detailed subway analysis will be performed for the AM and PM peak hours for the Euclid Avenue and Pennsylvania Avenue stations, which are projected to exceed the 200-trip *CEQR Technical Manual* analysis threshold. For these two stations, the key circulation elements (e.g., street stairs, platform stairs, and fare arrays) expected to be used by the concentrations of new demand from the proposed development will be analyzed.

- **No Action and With Action conditions.** Future No Action and With Action conditions will be determined, in a manner similar to that described above for traffic analyses. The effects of new project-generated peak hour trips will be determined, and subway mitigation, if warranted, will be identified in consultation with NYCT.

Pedestrian Analysis

Detailed pedestrian analyses are generally warranted if a Proposed Actions is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area, or crosswalk, as per the *CEQR Technical Manual*. It is expected that during the AM and PM peak periods, pedestrian trips attributable to the Proposed Project would be concentrated on sidewalks and crosswalks adjacent to the Project Site and along routes to and from the bus stops. As the Proposed Project would add over 200 new peak hour pedestrian trips, a pedestrian analysis is warranted and will be undertaken in accordance with the following steps:

- **Existing conditions.** Project-generated pedestrian demand may be significant given the proposed number of dwelling units, which would be expected to generate substantial numbers of walk trips in the immediate area to connect to bus stops and local commercial uses. Specifically, a quantitative analysis of pedestrian conditions will be prepared for the AM and PM peak periods at the crosswalk and corner elements at:

    - Erskine Street and Seaview Avenue
    - Erskine Street and South Gateway Center Mall driveway
    - Erskine Street and North Gateway Center Mall driveway
    - Vandalia Avenue and Fountain Avenue
    - Vandalia Avenue and Flatland Avenue

    During the weekday midday and Saturday midday periods, pedestrian trips would be expected to be dispersed, as people travel throughout the area for restaurant, shopping, or errands at the commercial land uses.

- **No Action and With Action conditions.** The analysis will evaluate No Action and Action conditions during the weekday AM and PM peak hours, and the potential for incremental demand from the Proposed Project to result in significant adverse impacts based on current *CEQR Technical Manual*

criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated.

The Proposed Project would include three new streets (North Street, South Street, and Field Drive) that would become NYCDOT public streets. Detailed pedestrian analyses will be performed at selected sidewalk, crosswalk, and corner locations along these proposed public streets to verify that the planned pedestrian elements are designed to acceptably accommodate the projected demand.

Vehicular and Pedestrian Safety Evaluation

An examination of vehicular and pedestrian safety issues will be conducted. Accident data for study area intersections from the most recent three-year period will be obtained from NYCDOT. These data will be analyzed to determine if any of the studied locations may be classified (according to *CEQR Technical Manual* criteria) as "high" vehicle crash or high pedestrian/bike accident locations and whether trips and changes resulting from the Proposed Project would adversely affect vehicular and pedestrian safety in the area. If any high-crash locations are identified, feasible improvement measures will be explored to alleviate potential safety issues. As appropriate, improvements expected to alleviate identified potential vehicular and pedestrian safety issues will be described in the Transportation chapter of the EIS.

Parking Analysis

Parking demand attributable to the Proposed Project will be analyzed. To begin, on-site parking proposed on each parcel will be evaluated to determine whether project-generated demand will be accommodated. A detailed parking assessment will be conducted. The parking assessment will be conducted as a singular effort and combined to reflect potential cumulative effects for the entirety of the Proposed Project. The detailed parking assessment will comport with guidance provided in the *CEQR Technical Manual* and consist of the following steps:

- **Existing conditions.** Inventory existing public parking lots and garages (if available) and the on-street parking spaces within ¼-mile (which represents a typical "walkable" radius) of the Project Site, noting locations, capacities, and peak weekday and Saturday utilization levels.

- **No Action conditions.** Future parking availability in the ¼-mile study area will be projected, based on anticipated background growth rates and forecasts of demand from new development. Any existing off-street parking facilities expected to be displaced or new facilities expected to be developed in the future will be reflected in this projection of No Action conditions.

- **With Action conditions.** The future conditions with the Proposed Actions will be evaluated based on consideration of two factors: the proposed on-site parking supply attributable to the Proposed Project, and the potential capacity off-site that would be expected to be available to accommodate any overflow parking demand from the Proposed Project, thus adding to the

overall new on-street parking demand. Any potential parking shortfall within the study area will be identified. If the parking analysis determines that on-site parking supply would meet future parking demands, then an analysis of the off-site parking supply would not be warranted or conducted for the EIS.

TASK 11: AIR QUALITY

Air quality analyses will be carried out in accordance with the *CEQR Technical Manual*, as well as other relevant guidance and protocols provided by NYSDEC, NYCDEP, and the U.S. Environmental Protection Agency ("USEPA"). If available and if three years or less in age, environmental studies for other projects within the vicinity will also be reviewed, in accordance with the *CEQR Technical Manual* guidance. The proposed air quality analyses will evaluate both stationary source impacts and mobile source impacts, to consider:

- The potential for traffic volumes, redistribution of traffic and new parking facilities associated with the proposed development to result in significant mobile source air quality impacts;
- The potential for emissions from the heating, ventilating, and air conditioning ("HVAC") systems of the proposed development to result in stationary sources pollutants that would significantly impact existing or planned (No Build) land uses;
- The potential for emissions from the HVAC systems of the proposed development buildings to result in significantly adverse stationary sources pollutant impacts on other proposed development buildings ("project on project impacts");
- The potential for emissions from existing major sources to significantly impact receptors at the proposed development buildings;
- The potential for emissions from construction-related vehicles and activities to result in significant impacts on sensitive land uses.

Should exceedances of the National Ambient Air Quality Standards ("NAAQS"), Significant Threshold Values, or *de minimis* values be predicted, mitigation measures that could be undertaken to reduce these values would be identified and the effectiveness of these measures would be discussed qualitatively as a component to respective discussions of analyses and findings.

Project-Induced Mobile Source Air Quality Impacts Assessment

Emissions from project-related traffic, and other traffic associated with existing uses, have the potential to increase mobile source emissions significantly at nearby sensitive land uses. Therefore, screening thresholds contained in the *CEQR Technical Manual* will be used to determine whether detailed mobile

source analyses would be required. If this screening of mobile sources identifies intersections requiring further analysis, the EIS would determine whether future traffic generated by the Proposed Project would cause or exacerbate a violation of the 8-hour ambient air quality standard for carbon monoxide ("CO"), or exceed the NYCDEP CO *de minimis* criteria and 24-hr and annual Significant Threshold Values for particulate matter with a diameter of 2.5 micrometers or less ("$PM_{2.5}$") near any of these locations.

- **Screening.** A screening level analysis based on guidelines provided in the *CEQR Technical Manual*, will be conducted to identify those air quality intersections that will be studied in detail under the proposed development scenario. This screening analysis will be conducted for the 2031 build year for the weekday AM, Midday and PM peak periods.

  For the CO microscale analysis, a volume screening threshold of 170 vehicles as defined by the *CEQR Technical Manual* screening guidelines for this area of Brooklyn will be utilized. These sites will include locations of critical roadway links and heavily congested intersections, locations adjacent to sensitive land uses, and representative locations throughout the study area that may be affected by the traffic generated by the proposed developments. It is assumed that one (1) CO microscale analysis site will be selected based on the results of this screening level analysis.

  For $PM_{2.5}$, NYCDEP has developed an interim guidance policy that recommends a detailed quantitative analysis be conducted if the number of project-generated heavy duty diesel vehicles traveling through any given intersection exceeds the screening threshold defined in the *CEQR Technical Manual*. If the screening value is exceeded, a quantitative $PM_{2.5}$ analysis will be conducted at one "worst-case" analysis site. It is assumed that $PM_{2.5}$ 24-hr and annual levels will be estimated at one analysis site for future 2031 Build and No Build conditions.

- **Detailed microscale mobile source analysis ("dispersion modeling").** Detailed microscale mobile source analysis using *CEQR Technical Manual* procedures will be conducted to estimate potential impacts near congested locations. This analysis will employ the USEPA CAL3QHC (Version 2) dispersion model for the CO microscale analysis, the AERMOD dispersion model for the $PM_{2.5}$ analysis and the latest USEPA emission factor algorithm (currently MOVES 2014b). Intersection geometries will be developed for each analysis site.

  Worst-case meteorological conditions, including wind speed, stability class, ambient temperature, and persistence factor, will be selected for the microscale CO analysis. Modeling inputs appropriate for the study area, as well as background levels, will be obtained from the NYSDEC and NYCDEP. For the $PM_{2.5}$ microscale analysis, the latest five years of meteorological data from La Guardia Airport will be used.

- **Parking.** Exiting vehicles, which are in cold-start mode, have higher emissions of CO than arriving vehicles. Proposed parking facilities will be analyzed according to the guidelines in the *CEQR Technical Manual* Appendices. Emission factors for vehicles will be obtained from the MOVES model. Analyses will be based on the worst-case peak period(s) for one parking facility, which is typically the hour that has the highest number of exiting vehicles.

Stationary Source Air Quality Impacts Assessment

- **Project HVAC Emissions. (Project on Existing and Project on Project Assessment).** An assessment of project-generated HVAC emissions on surrounding land uses and on each proposed project development "project on project impacts" will be conducted. Assessing the potential impact of project HVAC emissions is a function of fuel type, estimated stack heights, building size (gross floor area), and location of each emission source relative to a nearby sensitive receptor site. Emissions from boilers and generators will be calculated based on the size and use of the Proposed Project, as well as the type of fuel expected to be used. The analyses of the potential impacts will address the NAAQS, in particular the 1-hour and annual standards for nitrogen dioxide ("NO_2"), the 1-hour standards for sulfur dioxide ("SO_2"), and the 24-hour PM_{10}/$PM_{2.5}$ and annual standards for $PM_{2.5}$. The analysis will be performed using the USEPA's AERMOD model, based on the latest appropriate USEPA guidance. The most recent five years of meteorological data will be used for these simulation analyses. Predicted values will be compared with NAAQS for NO_2, SO_2, $PM_{2.5}$ and PM_{10}.

  The study of selected scenarios will assume worst-case conditions with respect to the assessment of project-generated HVAC system emissions for the 2031 full build-out year. This stationary source assessment will be provided assuming full development of the Proposed Project.

- **Existing Large Emission Sources in Vicinity of Site.** An assessment of emissions onto the Project Site from surrounding land uses will be conducted for the Proposed Project in the full build-out condition. Existing large permitted emission sources will be identified within a 1,000-foot radius and air quality emission data will be obtained from NYCDEP and NYCDEC. If warranted, a stationary source analysis will be conducted using the AERMOD model together with the latest meteorological data predicting potential pollutant concentrations for NO_2, SO_2, $PM_{2.5}$ and PM_{10} at receptors identified at the proposed development and comparing these values to the NAAQS and the NYCDEP *de minimis* criteria to determine significance.

- **Air Toxics Analysis.** This analysis will address the potential impacts that identified off-site toxic emission sources may have on the proposed development. The following procedures will be used to estimate the potential air quality impacts of these toxic emissions:

- A survey of manufacturing and industrial uses within a 400-foot radius of each new residential area will be conducted using USEPA, NYSDEC (Air Guide-1), and NYCDEP (Bureau of Air Resources) databases to identify facilities that have the potential to impact the proposed redevelopment area.
- Air permits for these facilities will be acquired and reviewed (if available from NYCDEP). Dispersion analyses will then be conducted to determine the potential of the toxic emissions released from the existing permitted emission sources to adversely affect the new development.
- The NYSDEC Air Guide-1 model, which uses very simple and conservative calculations, will be used to perform a screening-level analysis. If the screening indicates the need to perform a more detailed analysis, the AERMOD model will be used in consultation with the NYCDEP to perform a refined analysis to estimate impacts of carcinogenic and non-carcinogenic toxic air pollutants using unit risk factors and hazard indexes. Estimated pollutant concentrations will be compared to short-term or annual health guidelines values (i.e., short-term guideline concentrations or annual guideline concentrations) and findings reported.

Odors Assessment

This assessment is appropriate for the Proposed Project because of the proximity of the NYCDEP 26th Ward WTTP east of the Project Site. Additionally, the Project Building I, proposed to be a composter/biodigester facility of approximately 5,000 sf, will be considered as part of this assessment. The developer would adopt the Best Available Technology to control the odor emissions from this proposed facility. A qualitative assessment of potential odor releases near the Project Site and the Project Building I will be conducted at the current stage, referencing existing reports recently conducted for the 26th Ward WWTP.

TASK 12: GREENHOUSE GAS EMISSIONS & CLIMATE CHANGE

Ac*cording to the CEQR Technical Manual*, a greenhouse gas ("GHG") emissions assessment is typically conducted for larger projects (350,000 sf or greater) undergoing an EIS. Because the size of the Proposed Project would be greater than 350,000 sf, potential GHG emissions will be examined according to the guidelines provided in the *CEQR Technical Manual*. Additionally, the Project will be reviewed for consistency with Local Law 97, passed in April 2019, which sets emission caps for buildings larger than 25,000 square feet beginning in 2024, and the Climate Leadership and Community Protection Act (Climate Act), passed in July 2019, which requires New York to reduce economy-wide greenhouse gas emissions 40 percent by 2030 and no less than 85 percent by 2050 from 1990 levels. The law creates a Climate Action Council charged with developing a scoping plan of recommendations to meet these targets and place New York on a path toward carbon neutrality. Findings will be summarized in the EIS.

TASK 13: NOISE AND VIBRATION

Both temporary and long-term increases in noise and vibration levels in the immediate vicinity of the Project Site could result from development use and occupancy, as well as construction period activities. The principal issues of concern with respect to the development proposed for the site include:

- Mobile and stationary source noise from on-site operations;
- Off-site noise that may affect the Proposed Project (i.e., traffic, ventilation equipment, etc.); and
- Temporary elevations in ambient noise and vibration resulting from construction activities.

The noise and vibration assessments will be conducted according to the guidance contained in the *CEQR Technical Manual*. If available and relevant, environmental studies for other projects in close proximity to the study area will also be reviewed.

Existing Ambient Noise Conditions – Noise Monitoring

Sources of "ambient" noise may include manufacturing/industrial sources and noise from roadways interior and exterior to the site. Due to the current COVID-19 pandemic, NYCDOT has issued a traffic count moratorium, which is also applicable to noise monitoring, given that noise levels are directly related to traffic volumes. With the recent decrease in traffic volumes, traffic-related noise levels have also decreased. Given these conditions, projections for current traffic volumes will be used to adjust noise monitoring data that were previously collected in 2015 for the Fountain Avenue Project. The adjusted noise monitoring data will then be utilized as the baseline conditions for projecting future traffic noise levels, as described in the following:

- **Peak-hour traffic noise monitoring.** Peak-hour traffic noise monitoring data collected in 2015 for eight (8) locations will be utilized to establish baseline noise conditions within and surrounding the Project Area.
- **24-hour noise monitoring.** Because the 24-hour noise levels would be overwhelmingly affected by air traffic flyovers associated with John F. Kennedy International Airport, any data collected during the current pandemic situation would be affected by the reduced air traffic volume. Therefore, noise monitoring data collected in 2015 will be utilized.

Noise Assessment

- **Screening.** A screening analysis will be conducted per the *CEQR Technical Manual*. Mobile source conditions will correspond to the traffic analyses. If traffic analyses identify locations that would receive a doubling of passenger car equivalents with the Proposed Project, then a detailed analysis for mobile source noise will be performed.

- **Detailed mobile source analysis:** The detailed noise analysis will consider existing, No Action, and With Action conditions, and assess the magnitude of any impacts expected to result from traffic generated by the Proposed Project.
- **Noise abatement in project design.** Should the ambient noise conditions dictate a need for specific control measures to be considered in the design and construction of the residential buildings on the Project Site as part of the Proposed Project, these measures would be identified and the effectiveness of these measures will be addressed in a qualitative manner, based on fundamental noise attenuation principles and assessment procedures referenced within the *CEQR Technical Manual*.

TASK 14: CONSTRUCTION IMPACTS

The *CEQR Technical Manual* provides guidance on when it is appropriate to include a detailed assessment of construction impacts. According to the *CEQR Technical Manual*, construction duration is often broken down into short-term (less than two years) and long-term (two or more years). The EIS will include a review of potential construction period effects attributable to project construction. In particular, the Construction Impacts chapter of the EIS will assess potential construction-related impacts to transportation, air quality, and noise and vibration. This chapter will also provide the singular description of construction activities such as phasing, staging plans, equipment that would be utilized, and schedule, based on information provided by the Developer Team.

Transportation

The assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction and identify the increase in vehicle trips from construction workers and equipment. A travel demand forecast for the peak construction period(s) will be prepared and compared to the trip projections under the operational condition. Additional construction traffic analysis will be performed, if warranted, for the existing, the No Action, and the With Action conditions.

Air Quality

A quantitative assessment of air quality related construction phase impacts will be undertaken. Below is a description of the quantitative assessment:

The assessment of construction period air quality impacts is concerned with pollutants introduced on-site and off-site by project construction activities. This analysis will be performed for a worst-case

construction period to be identified and presented in the analysis. The detailed assessment will determine whether the projected construction operations would cause or exacerbate violations of applicable NAAQS; and/or, cause impacts greater than NYSDEC's significant threshold values established by NYSDEC and NYCDEP for CO, 24-hour and annual $PM_{2.5}$, 24-hour PM_{10}, 1-hour SO_2, annual and 1-hour NO_2. The following data elements will be utilized in the analysis:

- Types of equipment, fuel used, and operations anticipated at the construction site, and duration of construction activities;
- Numbers of vehicles (trucks and automobiles) entering and leaving the construction site daily and during peak periods, and the effects of these vehicles on the traffic conditions of heavily traveled roadways and congested intersections; and
- Locations of nearby sensitive existing and future land uses.

On-Site Construction Activity Impacts

The analysis of the potential impacts from on-site activities at the construction site will include estimation of emissions generated by construction equipment and dust-generating activities at sensitive receptors neighboring the Project Site. Quantification of construction-related impacts will be based on the worst-case period, utilizing peak month, peak 24 hours and peak hour of construction activity for the Proposed Project. The analysis will follow the steps below:

- Evaluation of construction areas and nearby sensitive land uses, construction schedules, levels and duration of construction activities, and a determination of the areas with the greatest potential for construction-phase air quality impacts;
- Estimation of emissions generated by construction activities (demolition, excavation, construction) at the construction site during the years of peak construction activity, including emissions from fugitive dust and exhaust from diesel-powered equipment and trucks;
- Estimation of hourly, daily, monthly, and annual emissions for CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ for the various stages and types of construction activities associated with the Proposed Project; and
- Dispersion modeling, using USEPA's AERMOD dispersion model, of construction-phase emissions of each construction area for the highest period for each pollutant, to determine the potential for significant adverse impacts at sensitive receptor locations.

Off-Site (Mobile Source) Construction Activity Impacts

The additional truck and automobile (worker) trips generated by the construction activities could affect traffic conditions along heavily traveled roadways and congested intersections. The potential air quality impacts of these trips will be estimated as follows:

- Guidelines developed in the *CEQR Technical Manual* will be utilized to select intersection locations subject to a preliminary screening-level analysis. This analysis will estimate the potential to significantly impact PM_{10} and $PM_{2.5}$ levels near these sites. Screening will be conducted per the mobile source procedures outlined in the operational phase analysis.

- Pollutant concentrations will be screened at each analysis site, if any are identified, for future No Action and With Action (construction) conditions for one critical "worst-case" future-year analysis and peak time period, which will be determined based on peak construction-related truck activities.

Cumulative On-Site plus Off-Site Impacts

The cumulative (on-site and off-site) modeling results of the Proposed Project construction impacts will be compared to the NAAQS or CEQR *de minimis* levels for each applicable pollutant. In addition, the estimated impacts of the construction activities will be compared with applicable significant threshold levels.

Noise and Vibration

Construction-Site Noise Assessment

Noise from the construction site would result from machinery, equipment vehicles and associated activities, and a construction site noise assessment will be conducted for the worst-case period. The Federal Highway Administration's ("FHWA") Roadway Construction Noise Model ("RCNM") or an appropriately developed noise spreadsheet model will be utilized to determine noise equipment source levels and to assess the potential for noise impact at sensitive receptors nearby the project construction site. Modeled results will be compared to existing noise levels and the relevant FTA construction noise criteria. The extent and duration of potential noise impacts at each potentially affected noise receptor location during the worst case phase of construction will be considered.

Construction-Site Vibration Assessment

Potential impacts from construction-related vibration will be assessed with respect to both human annoyance and building damage. As with the noise assessment, the Federal Transit Administration ("FTA") construction criteria will be used for the analyses. Construction schedule, phasing, activity and

equipment data will be developed for the noise and vibration assessments, including particular activities such as impact pile driving. Results will be reported in the EIS.

TASK 15: MITIGATION

If significant project impacts are identified in the analyses discussed above, practicable measures will be identified and assessed to mitigate those impacts. This chapter will summarize those findings. Where impacts cannot be practicably mitigated, they will be identified in the EIS as unavoidable adverse impacts.

TASK 16: ALTERNATIVES

The purpose of an alternatives analysis is to examine reasonable and practicable options that avoid or reduce project-related significant adverse impacts while achieving the goals and objectives of the Proposed Project. As stated in the *CEQR Technical Manual,* "SEQR requires that alternatives to the Proposed Project be identified and evaluated in an EIS so that the decision-maker may consider whether alternatives exist that would minimize or avoid adverse environmental effects."

Although, there are no alternative sites for the Proposed Actions (the acquisition and sale of this specific site and its subsequent development), it is understood that the alternatives under consideration are No Action and With Action alternatives. The No Action conditions represent the closure of the BDC on the Project Site, and no new development on the Project Site. If significant adverse impacts are identified that could not be mitigated, the EIS may evaluate an alternative project design that would be expected to avoid unmitigated impacts.

TASK 17: CUMULATIVE EFFECTS

As noted in the task descriptions provided in this scope of work for other topical areas, such as open space, community facilities, transportation, air quality, noise, and construction impacts, analyses will be considered in combination to represent the entirety of the Proposed Actions. In particular, the relationship of the Proposed Actions, which includes the ESD approval of the GPP, will be assessed as a matter of land use, zoning, and public policy, for determination of potential cumulative effects related to other recent or proposed development in the surrounding neighborhood. This information will be summarized in the Cumulative Effects chapter.

TASK 18: SUMMARY CHAPTERS

The EIS will include the following summary chapters:

Executive Summary

This chapter will include the key information that has been ascertained through this SEQRA environmental review process, and that is disclosed within the body of this EIS and its accompanying appendices. The information comprising the executive summary will include findings of analyses, identification of impacts and proposed mitigation measures.

Unavoidable Significant Adverse Impacts

This chapter will identify significant adverse impacts for which no practicable mitigation has been identified, or the mitigation of which requires actions of other agencies that cannot be guaranteed.

Growth-Inducing Aspects of the Proposed Project

This chapter will assess the Proposed Project's potential to induce new development within the surrounding area.

Irreversible and Irretrievable Commitments of Resources

This chapter will summarize the development associated with the Proposed Project and resources such as construction materials and energy that would be irretrievably committed should the Proposed Project be built.