

**FINAL SCOPE OF WORK FOR AN
ENVIRONMENTAL IMPACT STATEMENT FOR THE
STEINER STUDIOS MEDIA CAMPUS**

November 14, 2014

A. INTRODUCTION

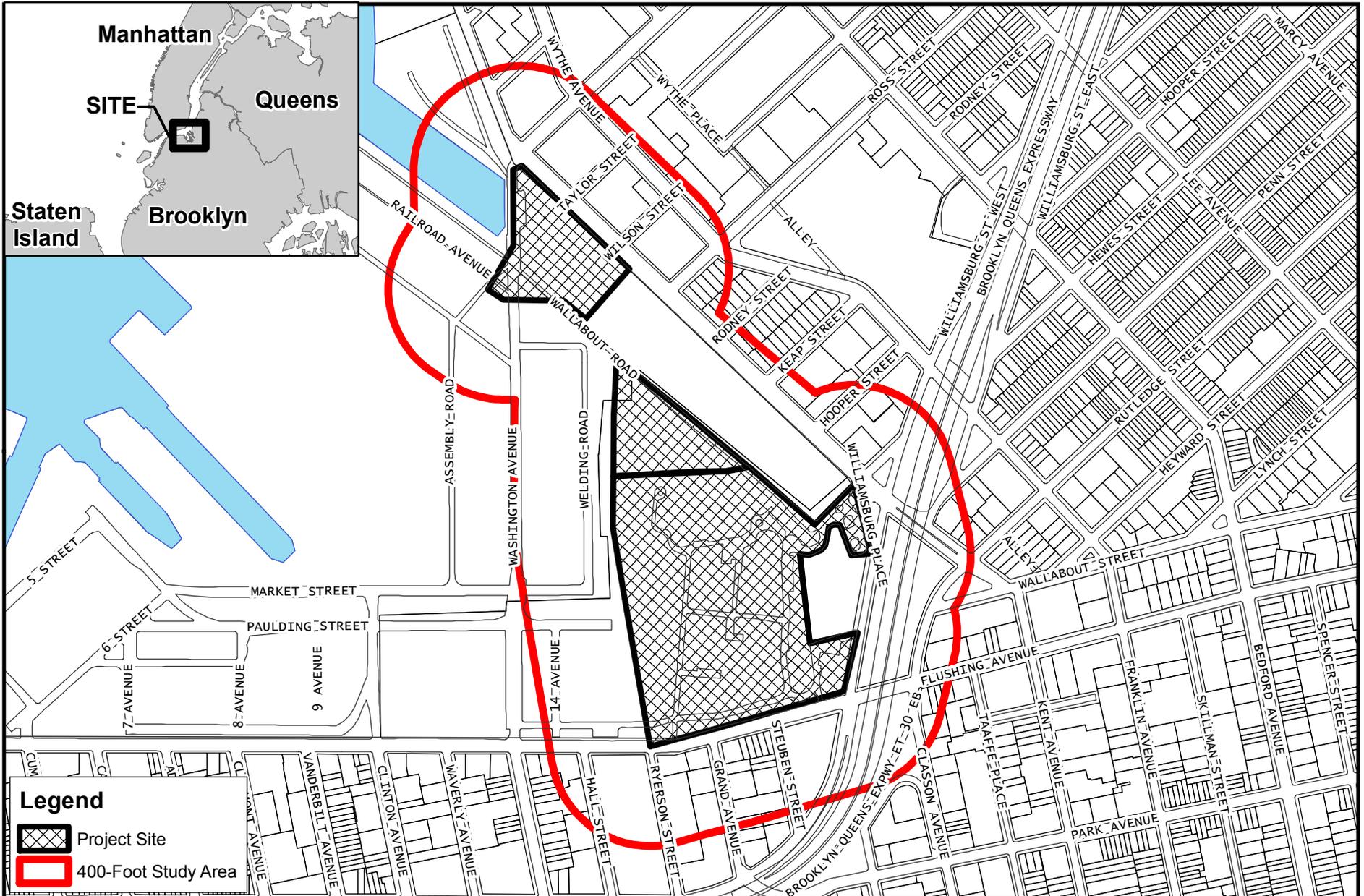
Steiner Studios (the “Project Sponsor”), working with the Brooklyn Navy Yard Development Corporation (BNYDC), has developed a plan for the future development of a “Media Campus” at the Brooklyn Navy Yard Naval Annex (Naval Annex), as well as future development in portions of the Navy Yard around the Naval Annex (see **Figures 1** and **2**). The Project Sponsor is seeking financial incentives from the New York State Urban Development Corporation d/b/a Empire State Development (ESD), which would be distributed through the Brooklyn Navy Yard Development Corporation (BNYDC), to help fund some of the key infrastructure improvements needed to implement the Media Campus development inside the Naval Annex and to implement the related development that would occur in areas outside the Naval Annex.

The project site is located in the east end of the Brooklyn Navy Yard (BNY), in portions of the area generally bound by Kent Ave, Flushing Avenue, Assembly Road, Clinton Avenue and Williamsburg Street West (see **Figure 3**). The site comprises portions of Block 2023, Lots 1 and 150 on the New York City Tax Map (see **Figure 4**) and is within Brooklyn Community District 2. The project site is mapped with a M3-1 zoning district (see **Figure 5**).

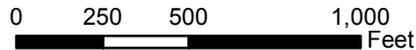
The larger portion of the project site is made up of the Brooklyn Navy Yard Naval Hospital Annex (the “Naval Annex”), which formerly consisted of a naval hospital and ancillary buildings that supported the BNY, as well as residences for medical staff. The buildings on the Naval Annex site are currently unoccupied and the site contains several historic resources. The portions of the project site that are located outside the Naval Annex currently consist of surface areas that are used for parking and studio buildings.

The approval of the funding by ESD for infrastructure improvements would facilitate the development of the Media Campus, which would consist of approximately 350,000 square feet of floor area inside the Naval Annex (including both the reuse of approximately 180,000 square feet of existing structures and approximately 170,000 square feet of new structures). Outside the Naval Annex, the ESD funding for infrastructure improvements would facilitate an additional approximately 70,000 square feet of new development for a “Backlot.” In addition, the Project Sponsor intends to seek financial incentives from ESD in the future for the development of a 250,000 square-foot Kent Avenue Parking Structure (650 accessory parking spaces) that is envisioned for the area outside the Naval Annex, and therefore this parking structure is considered as part of the project for this environmental review.

Approval of the funding by ESD to the Project Sponsor (through BNYDC) requires compliance with the environmental review requirements under the State Environmental Quality Review Act (SEQRA) and its implementing regulations set forth in Title 6 of the New York Codes, Rules and Regulations (6 NYCRR) Part 617. The approval of the incentive funding by ESD also requires the adoption and affirmation by ESD of a General Project Plan (GPP). ESD has assumed the role of SEQRA lead agency for the proposed action and has determined that the project has the potential to lead to significantly adverse environmental impacts, thus requiring preparation of a Draft Environmental Impact Statement (DEIS). This document provides a detailed description of the proposed action and includes task categories for all technical areas to be analyzed in the DEIS. ESD will coordinate the environmental review among any involved and interested agencies and the general public.

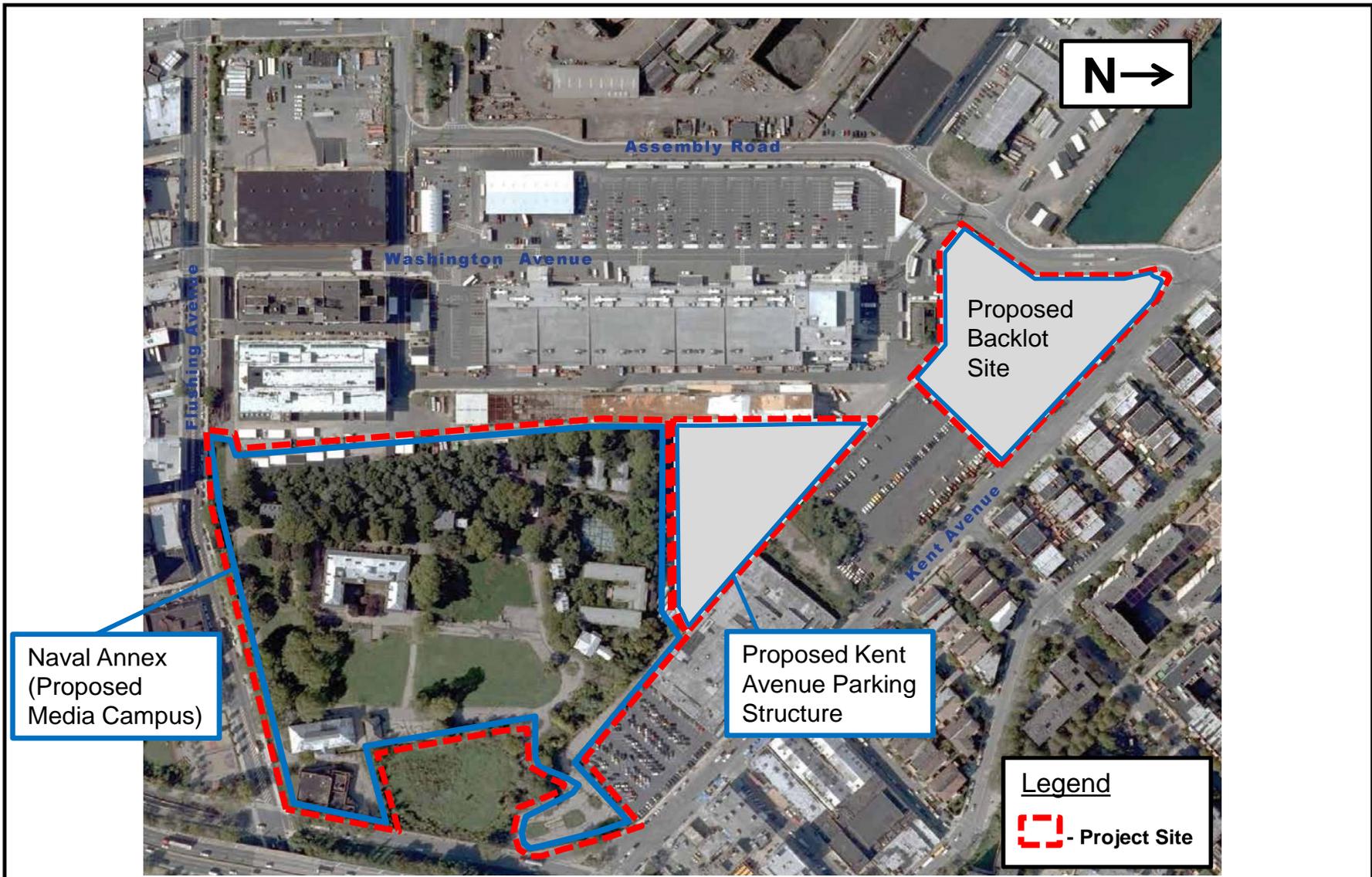


Steiner Studios Media Campus EIS
Brooklyn Navy Yard



Project Site Location

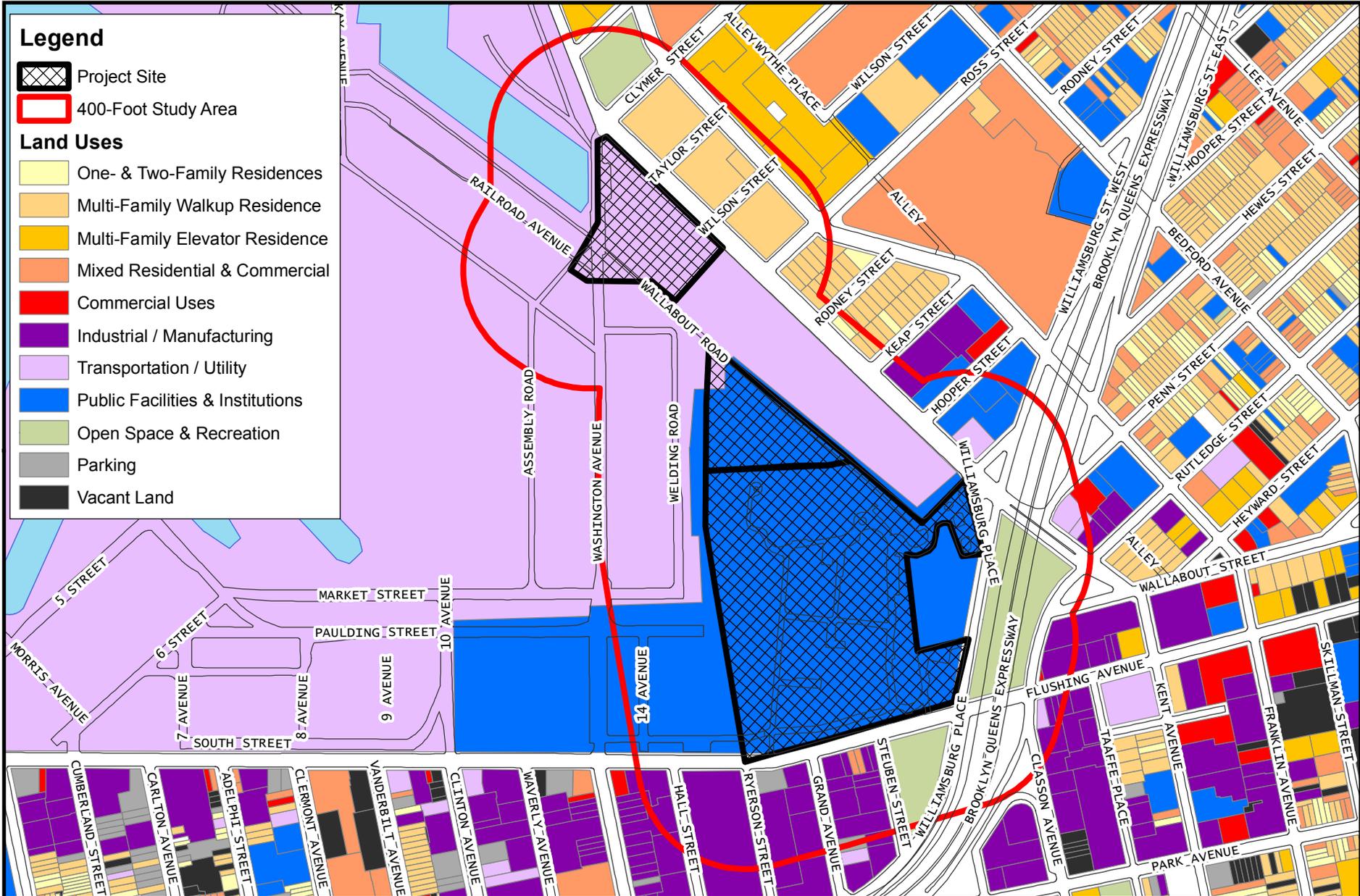
Figure 1



Steiner Studios Media Campus EIS
 Brooklyn Navy Yard

Project Area Map

Figure 2



Legend

-  Project Site
-  400-Foot Study Area

Land Uses

-  One- & Two-Family Residences
-  Multi-Family Walkup Residence
-  Multi-Family Elevator Residence
-  Mixed Residential & Commercial
-  Commercial Uses
-  Industrial / Manufacturing
-  Transportation / Utility
-  Public Facilities & Institutions
-  Open Space & Recreation
-  Parking
-  Vacant Land



Steiner Studios Media Campus EIS
Brooklyn Navy Yard

0 250 500 1,000
 Feet



Land Use Map
Figure 3

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Project Sponsor is seeking financial incentives from Empire State Development (ESD), a public benefit corporation of the State of New York, for key infrastructure improvements that would enable the Project Sponsor to develop a Media Campus at the Brooklyn Navy Yard Naval Annex (Naval Annex), as well as future development in portions of the Navy Yard around the Naval Annex. The approval of the incentive funding by ESD also requires the adoption and affirmation of a General Project Plan (GPP) by ESD. Approval of the funding by ESD and a GPP requires compliance with the environmental review regulations under the State Environmental Quality Review Act (SEQRA). Due to the size of construction of nonresidential facilities which will meet or exceed 240,000 square feet, the proposed action is considered a Type I Action per 6 NYCRR Section 617.4 (b)(6)(v). ESD has determined that the preparation of a DEIS is warranted to review the environmental impacts of the proposed action.

The proposed Media Campus potentially would include academic uses related to film production, which are not permitted within the M3-1 zoning district in which the project site is located. To allow for such uses, the Project Sponsor would pursue either a zoning text amendment from the New York City Planning Commission or a zoning override from the Office of the Deputy Mayor for Economic Development at the time that specific plans have been developed.

This final scope of work sets forth the analyses and methodologies proposed for the DEIS. The public, involved and interested agencies, Brooklyn Community Board 2 and elected officials were invited to comment on the scope, either in writing or orally, at a public scoping meeting held on Tuesday, September 23, 2014, between the hours of 5:00 PM and 8:00 PM at Brooklyn Borough Hall, Community Room, 209 Joralemon Street, Brooklyn, NY 11201. No comments were received during the public meeting. Written comments on the draft scope of work were considered and incorporated as appropriate into the final scope of work. The final scope of work will be used as a framework for preparing the DEIS for the proposed action.

Once the lead agency (ESD) is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for at least 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final Environmental Impact Statement (FEIS) will be prepared that will incorporate all substantive comments made on the DEIS, along with any revisions to the technical analysis necessary to respond to those comments. The FEIS will then be used by the decision makers to develop SEQRA findings, which address project impacts and any proposed mitigation measures, before deciding whether to proceed with the project.

C. DESCRIPTION OF THE PROPOSED ACTION

The Brooklyn Navy Yard (BNY) is owned by the City of New York and managed by the Brooklyn Navy Yard Development Corporation (BNYDC), a not-for-profit corporation. BNYDC's mission is to promote local economic development and job creation, develop underutilized areas, and oversee modernization of the yard's infrastructure and assets while maintaining its historical integrity. BNY was once the site of one of the nation's most storied naval shipbuilding facilities. The Navy Yard was decommissioned in the 1960s and is now home to over 330 industrial tenants employing more than 6,400 people. Steiner Studios is a media production facility that is currently one of BNY's largest tenants. Occupying over 580,000 square feet of floor area in the Navy Yard, Steiner Studios has several soundstages for film and TV production, including the largest soundstage on the East Coast.

Steiner Studios, working closely with BNYDC, has developed a conceptual master plan for future expansion of the Steiner Studios operations. The Steiner Studios Master Plan envisions the creation of a state-of-the-art, full-service Media Campus in the former Naval Annex that is located in the southeast corner of the BNY, as well as development in areas that surround the Naval Annex. Some projects identified in the Master Plan have already occurred, and the remaining Steiner Studios expansion projects would occur intermittently over a 12-year period.

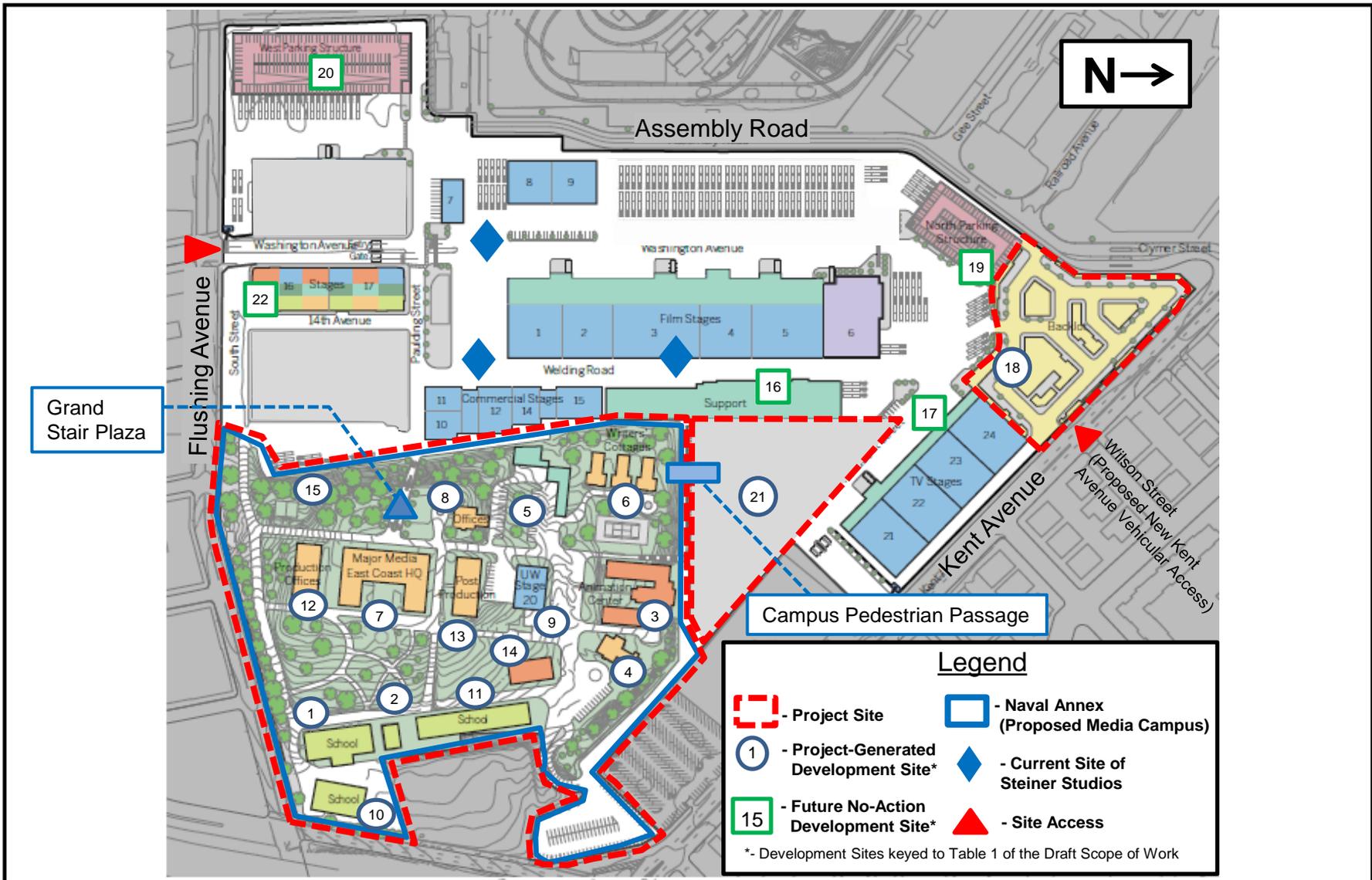
The approval of the funding by ESD for the infrastructure improvements would facilitate approximately 350,000 square feet of floor area (including both the reuse of approximately 180,000 square feet of existing structures and approximately 170,000 square feet of new structures) inside the boundary of the Naval Annex. Below is a list of existing buildings on the Naval Annex that would be renovated and their proposed new uses:

- Naval Hospital, Surgeon's House, Lab Director's House, and Officers' Quarters - Production office space (e.g., art, location, accounting, wardrobe and set dressing departments).
- Officers' Club – Post-production center (e.g., editing, animation, visual effects and sound editing).
- Carriage Houses/Stables – Production support space (e.g. workshops for set construction, scenic artist shops, and set dressing).
- Nurses' Quarters (Bungalows) - Writers' cottages.
- Laboratory and Morgue: Additional production office space with potential space for related academic uses, including an advanced digital media lab.

In addition to the renovation of the existing buildings, the proposed action would facilitate the development of several new buildings on the Naval Annex. A new underwater soundstage would be developed; the first of its kind in New York City. Three new office buildings would be developed on the Naval Annex to be used as production office space and post-production space. In addition, new buildings would be developed to support the advanced digital media lab. The Naval Annex's vast green space would be rehabilitated as a campus landscape. The large field at the center of the Naval Annex (behind the Naval Hospital) would serve as an outdoor gathering space for employees and visitors to the project site. The project-generated development projects are shown on Figure 6.

In order to realize the development of the Media Campus, key infrastructure improvements need to be made at the project site. Many of the buildings in the Naval Annex are in a state of disrepair and require infrastructure improvements to be re-occupied. The funding provided by ESD would allow for a gas, water, sewer, electric and teledata infrastructure loop to be constructed on the Naval Annex. In addition, other infrastructure measures that the ESD funding would support, both inside and outside the Naval Annex, include the following:

- Grand Stair Plaza – A new landscaped, monumental stair plaza to connect the Naval Annex to Steiner Studios and the main portion of the Navy Yard, encouraging pedestrian flow, creating a gathering place for employees and visitors, and making the Naval Annex the visual focus of the east end of the Navy Yard.
- Campus Pedestrian Passage – A new landscaped pedestrian passageway between the Naval Annex and the Northern Triangle that will better link the Naval Annex to the east side of Steiner Studios.
- Kent Avenue Vehicular Entrance – A new studio entrance providing direct access to the Naval Annex and the northern end of the studio lot at Kent Avenue and Wilson Street.



Steiner Studios Media Campus EIS
Brooklyn Navy Yard

**Project-Generated and
Future No-Action Development**

Figure 6

Outside the Naval Annex, the ESD funding of infrastructure improvements would support the development of the “Backlot”, approximately 70,000 square feet of new development near the northern tip of the project site. The Backlot would be the first major production backlot in New York State, with building facades and streets, to substitute for outdoor shooting elsewhere in the city. In addition, Steiner Studios intends to seek financial incentives from ESD in the future for the development of the 250,000 square-foot Kent Avenue Parking Structure in the area outside the Naval Annex (650 accessory parking spaces).

For the purposes of the environmental review, the “proposed action” is the development that would be made possible by ESD providing funding for infrastructure improvements on the project site. Any remaining development projected to occur in the area outside the Naval Annex, as envisioned as part of Steiner Studios’ expansion plans, is not dependent on the approval of funding by ESD to support the development of the Media Campus on the Naval Annex, the Backlot or the Kent Avenue Parking Structure. The development that is expected to occur outside the Naval Annex, in the future without the proposed action, are projects that would not need extensive infrastructure improvements in order to be built because they would occur in areas currently served by up-to-date utilities; therefore, Steiner Studios would finance and construct these projects without funding assistance from ESD or other public funding sources. Below are descriptions of reasonable worst-case development scenarios for each of the Steiner Studio expansion projects that would occur in the future without the proposed ESD funding:

- **B&H Building (Building 664)** – This 160,383-square-foot building is currently used as a warehouse for B&H Photo, an electronics retailer. When their lease expires, B&H intends to move their warehousing operations to upstate New York. Steiner Studios has entered into a term sheet with BNYDC to redevelop Building 664 as production support. The redevelopment is expected to occur prior to the 2027 analysis year of the proposed project. The B&H building is shown as Future No-Action Development Site 16 on **Figure 6**.
- **Kent Stages** – The planned site of this 175,000-square-foot building is currently a parking lot for Steiner Studios. It is anticipated the project would involve development of production stages. The Kent Stages are expected to be developed by 2027. The Kent stages are shown as Future No-Action Development Site 17 on **Figure 6**.
- **North Parking Structure** – Near the site of the proposed Backlot, Steiner Studios is planning to build a parking structure with approximately 210 accessory parking spaces to support the Studio Lot outside the Naval Annex. The North Parking Structure is shown as Future No-Action Development Site 19 on **Figure 6**.
- **West Parking Structure** – Located west of Building 1 at 25 Washington Avenue there is an open area currently used for parking and storage. Steiner Studios is planning to build a parking structure with up to approximately 1,000 accessory parking spaces to support the Studio Lot outside of the Naval Annex, as well as potentially other uses within the Brooklyn Navy Yard. The West Parking Structure is shown as Future No-Action Development Site 20 on **Figure 6**.
- **Academic uses at 25 Washington Avenue (Building 1)** – This project involves sublease of space in Building 1 at the Brooklyn Navy Yard to two academic tenants: the Brooklyn College Barry R. Feirstein Graduate School of Cinema (part of the CUNY system) and the Carnegie Mellon University Integrative Media Center. Building 1 is a 175,623-square-foot, 7-story World War II-era, former United States Navy building. A total of approximately 66,838 square feet of the building would be occupied by the two proposed academic institutions. The remaining 108,785 square feet of space in Building 1 would house media, film, and television production uses, including mill shops, wardrobe storage/design, and studio-related production offices. An

Environmental Assessment was prepared for this project (Brooklyn Navy Yard Zoning Override for 25 Washington Avenue, December 2013) and the New York City Office of the Deputy Mayor for Economic Development issued a Negative Declaration on December 20, 2013. Production-related uses currently occupy the building and the two academic institutions are scheduled to occupy the building in 2015. Building 1 at 25 Washington Avenue is shown as Future No-Action Development Site 22 on Figure 6.

A summary of development at the project site that would be facilitated by the proposed action (Development under Future-With Action Scenario) and development outside the project site that is expected to occur on the Steiner Studios campus, independent of ESD funding (Development under Future No-Action Scenario), is provided in **Table 1**. The table is keyed to **Figure 6**. Also shown on **Figure 6** are the current buildings occupied by Steiner Studios.

Table 1: Future Development With and Without the Proposed Action

Key to Figure 6	Existing Site (Resource Designation, Name Resource also Referred to As)	Proposed Use	Development under Future No-Action Scenario (SF)	Development under Future With-Action Scenario (SF)	Development Generated by Proposed Action (SF)	Projected Employees	Projected Students
Steiner Studios - Development Inside Naval Annex (Media Campus)							
1	Medical Supply Depot (RD, Lab Building)	Production Office, Adv. Digital Media Lab, Academic Use	0	33500	33500	15	224
2	Lumber Shed (R426, Morgue Building)	Production Office, Adv. Digital Media Lab, Academic Use	0	2,100	2,100	2	14
3	Nurses' Quarters (RG, Unmarried Officer's Club)	Post-Production	0	46,633	46,633	149	0
4	Quarters No. 4 (R4, Lab Director's House)	Production Office	0	9,460	9,460	30	0
5	Carriage House/Stable/Garage (R103, R109, R103A)	Production Support	0	7,668	7,668	15	0
6	Infectious Disease Quarters (R5, R6, R7, Bungalows)	Writers' Cottages	0	6,480	6,480	0	0
7	U.S. Naval Hospital (R95)	Production Office	0	58,534	58,534	187	0
8	Surgeon's House (R1)	Production Office	0	9,800	9,800	31	0
9	Not Developed	Underwater Stage	0	20,000	20,000	50	0
10	Not Developed	Production Office, Adv. Digital Media Lab, Academic Use	0	20,000	20,000	92	132
11	Not Developed	Production Office, Adv. Digital Media Lab, Academic Use	0	50,000	50,000	92	330
12	Not Developed	Production Office	0	30,000	30,000	60	0
13	Not Developed	Production Office	0	30,000	30,000	25	0
14	Not Developed	Post-Production	0	20,000	20,000	10	0
15	Bachelor Officers' Quarters (R8, R9)	Production Office	0	5,800	5,800	5	0
Outside Naval Annex (Media Campus)							
16	B&H Building (Building 664)	Production Support/Academic Space	160,383	160,383	0	320	0
17	Parking Area	Kent Stages/Academic Space	175,000	175,000	0	970	0
18	Parking Area	Back Lot	0	70,000	70,000	300	0
19	Back Gate to Steiner Studios	North Parking Structure	88,000	88,000	0	0	0
20	Parking Area	West Parking Structure	315,000	315,000	0	0	0
21	Parking Area	Kent Ave Parking Structure	0	250,000	250,000	0	0
22	25 Washington Ave (Building 1)	Production Office/Production Support/Academic	175,623	175,623	0	190	450

Purpose and Need

Steiner Studios opened in the BNY in 2004. Since its inception, the studios have operated a successful film and television production studio that includes soundstages, offices, and support space. In order to meet the growing space and service demands of the New York State media production community, the Master Plan created by Steiner Studios seeks to expand into the southeastern portion of BNY to allow it to grow as a media production studio in New York State.

The expansion will allow Steiner Studios to add a variety of types of studios, stages and support space that will be able to serve more forms of media in one location, offering efficiency not easily obtained in New York City, and creating synergies and business opportunities not found when an industry is scattered. The long-term goal is for Steiner Studios is to be on par, in both size and utilization, with the major studio lots in Los Angeles. To achieve this, Steiner Studios requires a secure, private lot; functional buildings with easy access and ample parking; common space for social and business interaction; and sufficient critical mass for film equipment suppliers, post-production, and media-related companies. The Steiner Studios expansion would allow the company to grow, provide jobs for residents of New York City and contribute to the city's economy. In addition, the expansion would allow the potential for co-locating academic uses with new media uses, giving students exposure to an active media production environment and building local connections to the film industry, leading to continued work in the city after graduation.

As discussed previously, in order to realize some of the development of the Media Campus on the Naval Annex and in areas outside the Naval Annex, key infrastructure improvements need to be made at the project site. Many of the buildings in the Naval Annex are in a state of disrepair and require infrastructure improvements to be re-occupied. The funding provided by ESD to Steiner Studios would allow for a gas, water, sewer, electric and teledata infrastructure loop to be constructed on the Naval Annex. In addition, other infrastructure measures that the ESD funding would support, both inside and outside the Naval Annex, include the construction of a Grand Stair Plaza, a Campus Pedestrian Passage, and a new Kent Avenue Vehicular Entrance at Kent Avenue and Wilson Street that would provide direct access to the Naval Annex and the northern end of the studio lot. Currently, the lot is primarily accessed through the BNY security gate at the intersection of Flushing and Washington Avenues and secondarily accessed through BNY Security's gate at the intersection of Kent Avenue and Clymer Street, north on Kent Avenue from where the new entrance would be located. The new entrance would allow for streamlined entry to Steiner Studios. The project would also provide for the renovation and adaptive reuse of historic resources on the Naval Annex site. The proposed action would facilitate infrastructure improvements that would allow the historic buildings in the Naval Annex to be renovated and re-occupied with new uses.

D. ANALYSIS FRAMEWORK

Scope of Environmental Analysis

The environmental review for the proposed action will apply the methodologies and follow the guidelines set forth in the 2014 City Environmental Quality Review (CEQR) Technical Manual, issued by the City of New York. Although the *CEQR Technical Manual*, which was designed to be used in the preparation of CEQR documents, is not expressly applicable to environmental reviews conducted pursuant to SEQRA, it is generally considered to contain the most appropriate technical analysis methods and guidelines for environmental impact assessment for projects located in New York City. *The CEQR Technical Manual* includes, among other things, certain screening methodologies and criteria which will be used in the EIS to identify *de minimis* impacts not requiring further analysis. For each technical area of review in the EIS that warrants a detailed assessment, the analysis will include a description of existing conditions, an assessment of conditions in the future without the proposed action, and an assessment of future conditions with the proposed project.

Existing Conditions

The analysis framework will begin with an assessment of existing conditions on the project site and in the relevant study area because these can be directly measured and observed. The assessment of existing conditions does not represent the condition against which the proposed project is measured, but serves as a starting point for the projection of future conditions with and without the proposed action and the analysis of project impacts.

Future No-Action Scenario

The future without the proposed action (Future No-Action Scenario) will describe a future baseline condition to which the changes that are expected to result from the proposed actions are compared. For each technical analysis, proposed projects that are expected to occur in the study area surrounding the project site will be included as appropriate in the analysis of the future without the proposed action. General background growth (e.g. population, traffic etc.) will be applied when analyzing future development in the project area in the future without the project.

For each technical area where a detailed analysis is warranted, the EIS will include an analysis of the

Future No-Action Scenario. If the funding for the infrastructure improvements is not approved by ESD, the approximately 350,000 square feet of development (including both the reuse of approximately 180,000 square feet of existing structures and approximately 170,000 square feet of new structures) would not occur inside the Naval Annex. In addition, the 70,000 square-foot Backlot and a 250,000 square-foot Kent Avenue Parking Structure (650 accessory parking spaces) would not be developed in the area outside the Naval Annex. The remaining development under the Steiner Studios Master Plan in the area outside the Naval Annex shown in **Table 1**, is expected to occur whether or not ESD provides funding to Steiner Studios. Thus, that remaining development that would occur outside the Naval Annex, which is not contingent on ESD funding, will be included as part of the analysis baseline of the Future No-Action Scenario.

Future With-Action Scenario

The identification of potential environmental impacts will be based upon the comparison of the No-Action condition to the future with the proposed action (Future With-Action Scenario). In certain technical areas this comparison can be quantified and the severity of impact rated in accordance with the State Environmental Quality Review Act (SEQRA), as well as the relevant guidelines of the *CEQR Technical Manual*. In other technical areas, the analysis is qualitative in nature. The methodology for each analysis will be presented at the start of each technical analysis chapter of the EIS.

The approval of the funding by ESD for infrastructure improvements would facilitate approximately 350,000 square feet of floor area (including both the reuse of approximately 180,000 square feet of existing structures and approximately 170,000 square feet of new structures) inside the Naval Annex. Outside the Naval Annex, the ESD funding for infrastructure improvements would facilitate an additional 70,000 square feet of new development. In addition, Steiner Studio intends to seek financial incentives from ESD in the future for the development of a 250,000 square-foot Kent Avenue Parking Structure (650 accessory parking spaces) that is envisioned as part of the area outside the Naval Annex.

In addition, since academic uses are anticipated in the future, its potential impacts will be analyzed as part of this environmental review.

E. PROPOSED SCOPE OF WORK FOR THE EIS

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA and its implementing regulations set forth in Title 6 of the New York Codes, Rules and Regulations (6 NYCRR) Part 617. The EIS will contain:

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

The environmental analyses in the EIS will assume that development of the proposed action would potentially start in 2015 and be complete by 2027 and identify the cumulative impacts of other projects in areas likely to be affected by the proposed action.

TASK 1. PROJECT DESCRIPTION

The first chapter of the EIS introduces the reader to the project and sets the context in which to assess impacts. The chapter contains a project identification (description of the components of the proposed project); the background and/or history of the project; a statement of the public purpose and need for the project; key planning considerations that have shaped the current proposal; a detailed description of the project; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process.

This chapter is the key to understanding the proposed action and gives the public and decision-makers a base from which to evaluate the project against both Future With-Action and Future No-Action scenarios. In addition, the description of the Future No-Action Scenario will discuss other expected actions and developments that could affect technical categories considered under the EIS. The project description will present the planning background and rationale for the proposed action.

TASK 2. LAND USE, ZONING AND PUBLIC POLICY

This section of the EIS will consider the project's compatibility with existing surrounding land use, zoning and development trends in the area, as well as public policy related to land use and economic development.

The EIS will consider a study area extending 400 feet from the project site, as this is the area where potential impacts of the proposed project would be most likely to occur. Existing land uses in the study area will be surveyed and the results presented in a graphic format, and prevailing land use patterns will be identified and discussed in the text. The consistency and compatibility of the proposed land use and built form with zoning, land uses and other state and city policies and programs will be evaluated, as appropriate. Similarly, the existing zoning districts in the study area will be identified and their key features (e.g., FAR, special districts, etc.) summarized. This chapter of the EIS will include the following:

- Discussion of predominant land use patterns for the land use study area and a description of recent land use trends in the study area and major factors influencing land use trends.
- Description of existing zoning in the study area, any recent zoning actions in the study area and the consistency of the proposed rezoning action with existing zoning in the study area.
- A list of future development projects in the study area that would be expected to influence future land use trends and pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area.
- Assessment of impacts related to the proposed project on land use and land use trends, public policy, and zoning.
- A review of the proposed project's conformity with state and city goals, including consistency with New York Coastal Policies the Waterfront Revitalization Plan (WRP), will be completed. The EIS will also discuss any relevant planning documents (e.g., *PlanNYC 2030*) and their implications for existing land use and future development.

Although the proposed action does not include a change in zoning, the EIS will analyze the land use, zoning and public policy impact of a potential zoning text amendment or city zoning override in the future to allow for potential academic uses.

TASK 3. SOCIOECONOMIC CONDITIONS

Socioeconomic impacts may occur when an action would directly or indirectly change population, housing stock, or economic activities in an area. The purpose of a socioeconomic assessment is to disclose changes that would be created by the action and identify whether these changes rise to the level of significance.

The initial screening process presented in the EIS will identify whether the proposed action may be reasonably expected to create substantial socioeconomic changes in the area surrounding the project. The analysis focuses on the potential for significant impacts, if any, to occur due to:

- Direct residential displacement,
- Direct business displacement,
- Indirect residential displacement,
- Indirect business displacement, and
- Adverse effects on specific industries.

There is no current residential use on the project site or residential development proposed as part of the proposed project, so there is no need to address direct or indirect residential displacement in the EIS. No direct business displacement would occur under the proposed project, so direct displacement is not an issue posed by the proposed action. The action would generate more than 200,000 square feet of commercial space and would exceed the CEQR preliminary screening threshold for the potential for indirect business displacement to occur as part of the proposed action. However, this chapter of the EIS will take into account that the project site is within the confines of the Brooklyn Navy Yard, which is an insular location, and the media production facilities envisioned as part of the proposed project would not introduce a new commercial use that would directly compete with local businesses. Thus, the EIS will likely consist of a qualitative discussion.

TASK 4. COMMUNITY FACILITIES AND SERVICES

Community facilities are publicly funded facilities, such as schools, health care centers, libraries, day care centers, and fire and police protection. A typical analysis looks at how a potential action could affect the services provided by these facilities generally when a project either physically displaces or alters a community facility or causes a change in population that could affect the service delivery of a community facility.

The proposed project does not include a residential component and is not expected to generate a residential population that could potentially exceed the preliminary screening thresholds listed in the *CEQR Technical Manual* for potential adverse impacts to community facilities and services. This chapter of the EIS will include a qualitative discussion of why no impacts to community facilities and services are expected as a result of the proposed project.

TASK 5. OPEN SPACE

According to CEQR, an analysis of open space is conducted to determine whether or not a proposed project would have a direct impact resulting from the elimination or alteration of open space and/or an indirect impact resulting from overtaking available open space. Open space is defined as publicly or privately owned land that is publicly accessible and operates, functions, or is available for leisure, play, or sport, or set aside for the protection and/or enhancement of the natural environment. An open space analysis focuses on officially designated existing or planned public open space.

Indirect effects may occur when the population generated by a proposed project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. For the majority of projects (including the proposed project), an assessment for indirect effects is conducted if the proposed project would generate more than 200 residents or 500 employees (the project site is not in an area of the city that has been identified as underserved or well-served by open space).

As the proposed action is expected to generate over 500 employees, an open space assessment for indirect effects by non-residential users is warranted. A quantitative screening assessment in accordance with the *CEQR Technical Manual* will be performed, including:

- Field check of all open space resources within ¼-mile of the project site. A table and map with these data will be prepared and the area in each category of open space (passive and active resources) will be summed and noted.
- Tabulation of all workers in the census tract entirely within the ¼ mile radius or having the majority of their area within that radius.
- Calculation of the open space ratio (OSR) based on open space acreage per 1,000 residents and employees within the appropriate radius.

The CEQR assessment for indirect effects generated by non-residential open space users is focused on the use of passive open space resources by the non-residential population generated by the proposed action (e.g. new employees seeking park benches to eat their lunches). The EIS will take into account that the non-residential population generated by the proposed project would spend much of their break time in the common spaces on the grounds of the new Media Campus when assessing the potential for project-related impacts on nearby open space resources.

TASK 6. SHADOWS

Sunlight and shadows affect people and their use of open space all day long and throughout the year, although the effects vary by season. This chapter's purpose is to assess whether the new structures resulting from the proposed action would cast shadows on any sunlight-sensitive resources and then assess the significance of any impacts.

According to the *CEQR Technical Manual* any building of less than 50 feet in height is unlikely to warrant a detailed shadow analysis unless the buildings are directly adjacent to a sunlight-sensitive resource. No buildings are anticipated to be over 50 feet. However, as there are historic resources in the Naval Annex, a screening of the potential for sunlight-sensitive resources is warranted. The shadow assessment will follow the tier screening methodology, as per the guidance of the *CEQR Technical Manual*. The first two steps, Tier 1 and Tier 2 shadow screenings, will be performed to clearly define the extent to which sunlight-sensitive resources fall within the maximum shadow sweep of any new buildings. Next, if deemed warranted as a result of the Tier 1 and Tier 2 screenings, a Tier 3 shadow screening will be used to further refine the analysis and identify the seasons the shadows would actually fall on the resources. If warranted, a detailed assessment will be performed for any sunlight-sensitive resources identified in the study area.

TASK 7. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Architectural resources generally include historically important buildings, structures, objects, sites, and districts. Archaeological resources are the physical remains of past human activity at a location, usually below ground, and not visible at the surface. Sites may date to the prehistoric or the historic periods and

significant associated features may include burials, midden deposits, foundation remains, wells, cisterns, privies, cesspools, or other drainage-related features.

Background

According to the SEQRA and the *CEQR Technical Manual*, historic and cultural resources that may be impacted by proposed projects must be identified and evaluated to determine whether they possess historic significance as defined by the New York City Landmarks Preservation Law, as administered by the City Landmarks Preservation Commission (LPC) and the State and National Historic Preservation Acts, which are overseen at the State level by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP).

Consultation with OPRHP and LPC indicates that several historically significant archaeological and architectural resources are situated within the southeastern portion of the project site that includes the Naval Annex. **Table 2** provides a list of the resources:

Table 2 – Historic Resources at the Naval Annex

Resource	Status
New York Navy Yard Historic District	National Register of Historic Places Listed
Brooklyn Naval Hospital Archaeological Site	Individually National Register eligible; also within New York Navy Yard Historic District
Brooklyn Naval Hospital Cemetery	Individually National Register eligible; also within New York Navy Yard Historic District
Brooklyn Naval Hospital	New York City Landmark within New York Navy Yard Historic District
Surgeon's House	New York City Landmark within Brooklyn Navy Yard Historic District

These resources include archaeological sites, large-scale World War II-era industrial buildings, and a mixture of 19th and 20th century residential, industrial, and institutional buildings associated with the Naval Hospital.

An EIS was prepared in 2000 by the U.S. Navy for the transfer and reuse of the Naval Annex out of federal ownership to the City of New York in compliance with the National Environmental Policy Act (NEPA). In addition, there was a Programmatic Agreement (PA) pursuant to Section 106 of the NHPA between the U.S. Navy, OPRHP, and the Advisory Council on Historic Preservation (ACHP) regarding resolution of adverse effects caused by transfer and reuse. The PA was fully executed in 2000, and indicated that transfers of National Register-eligible properties out of federal hands would be subject to one or more of three (3) binding covenants. These include:

- Standard Archaeological Covenant
- Naval Hospital Cemetery Covenant
- Standard Preservation Covenant

These covenants require future grantees “to maintain and preserve” the National Register-eligible properties at the Naval Annex. Therefore, Steiner Studios and BNYDC are subject to these covenants which have been incorporated into the 2003 deed between the Navy and New York City.

In addition, the project is subject to the requirements of Section 14.09 of the State Historic Preservation Act for the ESD funding approval.

Environmental Review

In this chapter of the EIS, all known historic architectural resources as designated by OPRHP and LPC will be identified and mapped within a 400-foot radius of the project site. The existing conditions section will be augmented with photographs of archaeological and historic architectural resources taken during a field view. In addition, all previously identified archaeological sites within a 0.25-mile radius of the Steiner Studios Media Campus project site as designated by OPRHP and LPC will be identified and discussed under existing conditions. Areas of archaeological potential within the project site that were identified in the 2000 EIS, and subject to a covenant in the 2003 deed will be mapped and discussed.

According to the *CEQR Technical Manual*, significant adverse effects to historic and cultural resources could potentially result if a proposed action affects those characteristics that make a resource eligible for LPC designation or S/NR listing. Therefore, the impacts assessment will analyze the potential for project actions to result in significant adverse effects on identified historic and cultural resources. **Table 3** provides information about possible direct and indirect impacts to historic and cultural resources according to *CEQR Technical Manual*, Chapter 9 – Historic and Cultural Resources.

Table 3 - Possible Impacts to Historic and Cultural Resources

• Construction resulting in ground disturbance, including construction of temporary roads and access facilities, grading, and landscaping.
• Below-ground construction, such as excavation or installation of utilities.
• Physical destruction, demolition, damage, alteration or neglect of all or part of an historic property
• Changes to the architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.
• Isolation of the property from, or alteration of, its setting or visual relationship with the streetscape. This includes changes to the resource’s visual prominence so that it no longer conforms to the streetscape in terms of height, footprint, or setback; is no longer part of an open setting; or can no longer be seen as part of a significant view corridor.
• Introduction of incompatible visual, audible, or atmospheric elements to a resource’s setting.
• Replication of aspects of the resource so as to create a false historical appearance.
• Elimination or screening of publicly accessible views of the resource.
• Construction-related impacts such as falling objects, vibration, dewatering, flooding, subsidence, or collapse.
• Introduction of significant new shadows, or significant lengthening of the duration of existing shadows, over an historic landscape or an historic structure to the extent that the architectural details that distinguish that resource as significant are obscured.

Source: Mayor’s Office of Environmental Coordination (MOEC). Chapter 9 – Historic and Cultural Resources in *CEQR Technical Manual*. March 2014.

TASK 8. URBAN DESIGN AND VISUAL RESOURCES

An urban design assessment typically considers whether and how a project may change the experience of a pedestrian in the project area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment. However, *the CEQR Technical Manual* states that “There is no need to conduct an urban design analysis if a proposed project would be constructed within existing zoning envelopes, and would not result in

physical changes beyond the bulk and form permitted as-of-right.” As all of the development under the proposed project would be developed “as-of-right,” i.e., in conformance with the bulk regulations of the New York City Zoning Resolution, the EIS will include a qualitative discussion of why no urban design and visual resources impacts are likely to occur as part of the proposed project.

TASK 9. NATURAL RESOURCES

According to CEQR, a natural resource is defined as (1) the city’s biodiversity (plants, wildlife and other organisms); (2) any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and (3) any areas capable of functioning in support of the ecological systems that maintain the city's environmental stability.

The project site is a disturbed urban environment and is not expected to have any of the characteristics of a natural resource area, as defined above. The EIS prepared by the U.S. Navy for the disposal of the Naval Station Brooklyn that was completed in 2000 characterizes the Naval Annex as “...an urban environment, much of the site has been filled and paved for industrial uses. As a result of this intensive level of development, there is insufficient natural habitat to support most wildlife species. Open space remaining at NAVSTA Brooklyn is characterized by ornamental trees adjacent to roadways, maintained grass lawns, and ball fields.” The EIS from 2000 also states “There are no records indicating the presence of any federal- or state-listed endangered or threatened species at the NAVSTA Brooklyn site.” In order to assess the continued validity of the 2000 EIS conclusions a survey of vegetation within the Naval Annex will be performed. The results of the survey will be summarized in this chapter of the EIS.

TASK 10. HAZARDOUS MATERIALS

A hazardous material is any substance that poses a threat to human health or the environment. Substances that may be of concern include, but are not limited to, heavy metals, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), methane, polychlorinated biphenyls (PCBs), pesticides, dioxins, hazardous wastes, radiation sources, etc.

For hazardous materials, the goal for CEQR is to determine whether the proposed project would increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. If significant adverse impacts are identified, CEQR recommends that the impacts be disclosed and mitigated or avoided to the greatest extent practicable.

A preliminary screening assessment prepared pursuant to the *CEQR Technical Manual* will be conducted for the project site to determine which areas warrant further assessment. Several hazardous materials site assessments have been prepared for the project site. The existing data collected as part of previous hazardous materials investigations at the site will be evaluated for the EIS to assess the potential for environmental concerns at the project site and potential environmental impacts from surrounding properties. A summary of findings and conclusions from the existing documentation will be prepared for inclusion in this chapter of the EIS. Because of the wealth of preexisting information, it is not proposed that a new Phase I Environmental Site Assessment (ESA) or subsequent hazardous materials studies will be performed specifically for the EIS.

TASK 11. WATER AND SEWER INFRASTRUCTURE

Water Supply

According to the *CEQR Technical Manual*, an analysis of an action’s impact on the water supply system should be conducted only for actions that would have exceptionally large demand for water, such as power plants, very large cooling systems, or large developments (e.g., those that use more than 1 million

gallons per day). In addition, actions located at the extremities of the water distribution system should be analyzed. The EIS will describe the existing water supply system and any planned changes to the system; project average and peak water demand for the project; and assess the effects of the incremental demand from the project on the water supply system to determine if there is sufficient capacity to maintain adequate supply and pressure.

Wastewater and Stormwater Conveyance And Treatment

According to the guidelines of the *CEQR Technical Manual*, a preliminary analysis of wastewater and stormwater conveyance and treatment is warranted if a project: (i) is located in a combined sewer area and would have an incremental increase above the No Build condition of 400 residential units or 150,000 square feet of commercial, public facility and institution and/or community facility space in Brooklyn; (ii) is located in a separately sewered area and would exceed certain incremental development thresholds; (iii) is located in an area that is partially sewered or currently unsewered; (iv) involves development on a site five acres or larger where the amount of impervious surface would increase; (v) would involve development on a site one acre or larger where the amount of impervious surface would increase and other criteria are met; or (vi) would involve construction of a new stormwater outfall that requires federal and/or state permits. Since the proposed project involves the development on a site of five acres or larger where the amount of impervious surface would increase, an analysis of wastewater and stormwater conveyance and treatment will be performed and will include the following tasks.

- The existing stormwater drainage system and surfaces (pervious or impervious) on the project site will be described. The amount of stormwater currently draining from the site will be estimated for each drainage area using the New York City Department of Environmental Protection (NYCDEP) volume calculation worksheet.
- The existing sewer system serving the project site will be described using sewer network maps, drainage plans, capacity information for sewer infrastructure components, and other information (such as sewer backup complaint and repair history data), as warranted. The existing flows to the wastewater treatment plant (WWTP) that serves the project site will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented. Existing capacity information for pump stations, regulators, etc. within the affected drainage area will be presented, if available.
- Any changes to the site's stormwater drainage system and surface area expected in the future without the proposed project will be described.
- Any changes to the sewer system expected to occur in the future without the proposed project will be described based on information provided by DEP.
- Future stormwater generation from the proposed project will be estimated. Any changes to the site's proposed surface area (pervious or impervious) will be described, and runoff coefficients and runoff volumes for each surface type/area will be presented. Volume and peak discharge rates of stormwater from the site will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the project will be estimated. The effects of the incremental demand on the system will be assessed to determine the impact on operations of the WWTP that serves the project site.

- Based on the analyses of future stormwater and wastewater generation, the change in flows and volumes to the sewer system and/or waterbodies due to the proposed project will be determined, and any improvements necessary to support the proposed action will be disclosed.

The assessment take into consideration that infrastructure improvements will be conducted at the project site and the EIS will discuss any planned sustainability elements that are intended to reduce storm water runoff and/or to reduce water consumption and sanitary sewage generation.

TASK 12. SOLID WASTE AND SANITATION SERVICES

A solid waste 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. Most projects do not have the potential to generate sufficient waste to warrant a detailed solid waste analysis. By contrast, a project that would directly affect a component of the local integrated solid waste management system may warrant a detailed analysis to determine if it has the potential to cause a significant impact requiring mitigation.

Few projects have the potential to generate substantial amounts of solid waste (50 tons, or 100,000 pounds, per week or more) and, therefore, do not result in a significant adverse impact. The EIS will estimate the solid waste and service demand generated by the proposed project. New York City solid waste disposal practices will be described including the collection system and status of landfilling, recycling, and other disposal methods. Potential impacts of the proposed project's solid waste generation on the City's collection needs and disposal capacity will be assessed in the EIS.

TASK 13. ENERGY

An environmental review typically includes a discussion of the effects of a proposed project on the use and conservation of energy. In most cases, a project does not need a detailed energy assessment, but its operational energy consumption is often calculated. An analysis of energy focuses on a project's consumption of energy and, where relevant, potential effects on the transmission of energy that may result from the project.

All new structures requiring heating and cooling are subject to the New York City Energy Conservation Code, which reflects state and city energy policy. Projected generation and transmission requirements are forecasted by both the New York State Independent System Operator (NYISO) and Con Edison, ensuring that the city's power supply and transmission systems have the capacity to meet expected future demand. As such, the incremental demand caused by most projects results in incremental supply, and consequently, an individual project's energy consumption often does not create a significant impact on energy supply.

Significant adverse energy impacts from the proposed project are not anticipated. The environmental assessment will disclose the projected amount of energy consumption.

TASK 14. TRANSPORTATION

According to the *CEQR Technical Manual*, interrelationships between the key technical areas of the transportation system – Traffic, Parking, Transit, and Pedestrians – should be taken into account in any assessment. Furthermore, the individual technical areas should be separately assessed to determine whether a project has the potential to adversely and significantly affect a specific area of the transportation system. The 2014 *CEQR Technical Manual* states that a preliminary trip generation

assessment should be prepared to determine whether a quantified analysis of any technical areas of the transportation system is necessary. Except in unusual circumstances, a further quantified analysis would typically not be needed for a technical area if the proposed development would result in fewer than the following increments:

- 50 peak hour vehicle trips;
- 200 peak hour subway/rail or bus transit riders; or
- 200 peak hour pedestrian trips.

The *CEQR Technical Manual* also states that if the threshold for traffic is not surpassed, it is likely that further parking assessment is also not needed.

Transportation Screening

Trip generation estimates for the No-Action condition and the With-Action condition will be prepared and include projected vehicle-trips—as well as person-trips for pedestrian and transit modes—for weekday AM, weekday midday, and weekday PM peak hours. The estimated numbers of vehicle-trips and person-trips generated by the proposed site under the No-Action and With-Action conditions will then be compared and used to calculate the numbers of net new incremental vehicle-trips and person-trips associated with the proposed project.

These net new incremental vehicle-trips and person-trips will then be assigned to the transportation network in the vicinity of the proposed site based on anticipated origin-destination patterns and the results compared to *CEQR Technical Manual* thresholds to determine if more detailed analyses should then be conducted. For example, if the projected numbers of net new incremental vehicle-trips result in 50 or more trips at an intersection—or if the net new incremental person-trips result in 200 or more trips at a pedestrian or transit element—then more detailed analyses are likely to be warranted. Based on a preliminary assessment, analyses of traffic and pedestrians, as well as a safety assessment, would be warranted for the proposed project and included in the EIS.

Traffic

Steiner Studios' main period of business operations is Monday to Friday, 8:00 AM to 6:00 PM. Based on a preliminary trip generation estimate prepared for the development proposed under the proposed project, the project is expected to generate more than 50 vehicle trips during the weekday AM and weekday PM peak hours. During the weekday midday peak hour, the project would generate less than the CEQR screening threshold of 50 trips. During the weekend, the studio has limited operations; thus, traffic generated would be substantially less than during the peak weekday AM and PM periods. Therefore, a detailed traffic assessment is warranted for only the weekday AM and PM peak hours.

Data Collection

The data collection effort includes five (5) study intersections in the vicinity of the proposed project site. Based on an initial assessment of potential local and regional origins and destinations for the sites' proposed land uses, the study intersections are anticipated to be:

- Flushing Avenue/Washington Avenue
- Flushing Avenue/Williamsburg Street West
- Kent Avenue/Wilson Street
- Kent Avenue/Williamsburg Street West
- Kent Avenue/Penn Street

As part of this effort, manual turning movement counts have been collected at all study intersections on one typical weekday during the AM and PM peak periods. The manual turning movement counts were performed for each movement and on each approach at the selected study intersections, and vehicles were classified as either auto or bus/truck.

To supplement the manual turning movement counts, bi-directional 24-hour Automatic Traffic Recorder (ATR) counts were conducted over a continuous seven day period at the following locations, concurrent with the manual counts:

- Kent Avenue, between Wilson Street and Ross Street; and
- Flushing Avenue, between Washington Street and Hall Street.

A detailed roadway inventory will also be performed for all study intersections. This inventory includes all items needed to thoroughly analyze traffic operations at the study intersections, including:

- Street directions;
- Intersection channelization features;
- Lane configurations and lane widths;
- On-street parking regulations;
- Crosswalk lengths and widths;
- Turning prohibitions;
- Special route designations, such as truck routes or snow emergency routes; and
- Traffic signal timing and phasing characteristics (field measured).

Official traffic signal timings plans will also be obtained from the New York City Department of Transportation (NYCDOT) for use in the analysis.

Traffic Impact Analysis

Existing Baseline Traffic Volumes: The turning movement count data for both peak periods will be summarized, and the weekday AM and PM peak hours will be determined. Baseline traffic flow maps will be prepared showing the turning movement volumes during both peak hours.

Existing Conditions Analysis: A traffic operations analysis will be conducted at each study intersection, for each peak hour, using the methodologies described in the latest NYCDOT-approved version of the Highway Capacity Software (HCS). Results of these analyses will provide a quantitative assessment of existing traffic operations—including levels-of-service (LOS), average delays, volume-to-capacity (v/c) ratios, and vehicle queues—that will be used to assess the performance of the study intersections.

Future No-Action Conditions Analysis: Prior to the analysis of the “Action condition” (i.e., the future with the proposed project), a background analysis of future conditions *without* the proposed project must first be established for the project’s analysis year. This “No-Action” condition includes traffic growth from two components:

- General background growth attributable to regional traffic increases over time. General background growth is estimated by increasing existing volumes by a fixed percentage. The background growth rates specified in the *CEQR Technical Manual* will be used for this purpose.
- Traffic generated by other planned future development projects in the study area that are expected to be completed and operating within the same analysis year as the proposed project. These projects will be identified in consultation with BNYDC, the Brooklyn Office of the Department

of City Planning and the NYCDOT. The trip generation for these projects will be estimated and assigned to the local street network.

In addition, any future planned or programmed transportation improvements expected to be completed by the analysis year (i.e., roadway improvements, new signalization, etc.), plus approved traffic mitigation measures from recently completed EISs, will be discussed with NYCDOT and incorporated into the future No-Action condition analyses, as appropriate.

Based on the projected future No-Action conditions traffic volumes, the traffic operations analyses will be repeated for all study intersections during each analysis peak hour to project traffic operations in the future analysis year *without* the proposed project.

Trip Generation, Distribution, and Assignment: To estimate the travel demand characteristics of the project site, generation rates, arrival and departure patterns, mode splits, and vehicle occupancy rates for comparable land uses from recent EISs and input from NYCDOT will be reviewed. In addition, a geographic distribution pattern for future site-generated trips will be developed based on census data and/or existing traffic patterns. Based on the trip generation estimate and the estimated trip distribution pattern, the numbers of peak hour vehicle trips projected to be generated by the proposed development under the proposed project will be assigned onto the street network in the study area. These peak hour volumes will then be added to the projected future No-Action condition traffic volumes to arrive at the future “Action” condition traffic volumes. It is proposed that all traffic analyses will be based on one analysis year (i.e., 2027).

Future Action Conditions Analysis: Based on the projected future Action conditions traffic volumes, the traffic operations analyses will be repeated for all study intersections during each analysis peak hour to project traffic operations in the future analysis year *with* the proposed project.

Assessment of Projected Traffic Impacts: Based on the results of the No-Action and Action conditions traffic operations analyses, the traffic impacts of the proposed action will be assessed. The future No-Action condition will serve as the future baseline for evaluating the potential impacts of the proposed project. Potential significant adverse traffic impacts will be identified based on the criteria contained in the *CEQR Technical Manual*.

Identify Mitigation Measures: Based on the identification of significant adverse traffic impacts, appropriate measures to mitigate these impacts will be investigated and tested for the analysis year. Typical measures for projects of this size may include:

- Adjustment of traffic signal timing and/or phasing sequences;
- On-street parking restrictions or prohibitions;
- Changes in intersection geometry and/or street directions;
- Installation of traffic signals; and/or
- Modification of site-access.

The least-costly and most easily-implemented solutions will be tested first, and depending on the need for further improvements, more complex and costly measures will then be considered.

Parking

Steiner Studios intends to seek financial incentives from ESD in the future for the development of a 250,000 square-foot Kent Avenue Parking Structure (650 accessory parking spaces) that is envisioned as

part of the project area outside the Naval Annex. The EIS will assess whether sufficient on-site parking supply will be provided to accommodate projected future parking demands.

Transit

Based on the preliminary trip generation estimate for the land uses comprising the project and the anticipated origins and destinations for those uses, the proposed project would likely generate fewer than 200 new subway trips at any one station, and fewer than 50 directional bus trips on any one bus line, during each of the three weekday peak hours. Therefore, in accordance with the *CEQR Technical Manual* guidelines, it is expected that detailed assessments of subway and bus services would not be warranted as part of this project. This chapter of the EIS will discuss the results of the preliminary screening assessment for subway and bus trips.

Pedestrians

Based on a preliminary trip generation estimate prepared for the proposed project, the project is expected to generate more than 200 pedestrian trips during the weekday AM, weekday midday, and weekday PM peak hours. Therefore, a detailed pedestrian assessment is warranted for these peak hours.

Data Collection

The data collection effort for pedestrians includes one study intersection in the vicinity of the proposed project site. Based on an initial assessment of potential local and regional origins and destinations for the sites' proposed land uses, the study intersection is proposed to be the Flushing Avenue/Washington Avenue intersection.

Manual, bi-directional counts of pedestrians on the crosswalks, sidewalks, and street corners at the study intersection of Flushing Avenue/Washington Avenue have been conducted on three (3) typical weekdays during the AM, midday and PM peak periods. One day of the pedestrian counts occurred concurrently with the traffic counts so conflicting traffic movements could be obtained and can be applied to the analysis of pedestrian operations.

Pedestrian Impact Analysis

The following steps will be taken to analyze the pedestrian impacts of the proposed redevelopment:

Existing Baseline Pedestrian Volumes and Existing Conditions Analysis – The analysis of pedestrian facilities at intersections is based on the peak hourly pedestrian flow rate on each element at the intersection: crosswalks, sidewalks, and street corners. Therefore, the pedestrian crosswalk count data for the three peak periods will be summarized, and the weekday AM, midday, and PM peak hours will be determined. Using the peak hour pedestrian volumes—in conjunction with signal timing parameters and crosswalk, sidewalk, and street corner measurements—LOS analysis will be conducted for each crosswalk, sidewalk, and street corner at the study intersection, for each of the three peak periods, using standard NYCDOT analysis methodologies. Results of these analyses will provide a quantitative assessment of existing peak hour pedestrian operations for each element.

Future No-Action Conditions Analysis – Projected future No-Action pedestrian growth will be added to the existing pedestrian volumes based on both background growth over time and pedestrian volumes generated by other planned future development projects expected to be completed and operating within the same horizon year as the proposed project.

In addition, any future planned or programmed transportation improvements expected to be completed by the 2027 analysis year (i.e., roadway improvements, new signalization, etc.), plus approved pedestrian mitigation measures from recently completed EISs, will be discussed with NYCDOT and incorporated into the future No-Action condition analyses, as appropriate. Based on the projected future No-Action conditions pedestrian volumes, the pedestrian LOS analyses will be repeated for the study intersection during each analysis peak hour to project operations in the future without the proposed project.

Pedestrian Trip Generation, Distribution, and Assignment – The numbers of new pedestrian trips traveling to and from the proposed redevelopment project (via subway, bus, and walking) will be obtained from the trip generation estimate prepared as part of the traffic analyses. The geographic distribution pattern for pedestrian trips associated with each of these modes will be developed based on the location of transit services (i.e., the nearest subway stations and bus stops) and anticipated origins and destinations by mode. The projected total number of site-generated pedestrian trips will then be assigned to the crosswalks, sidewalks, and street corners at the study intersection for all three peak hours. These peak hour volumes will then be added to the projected future No-Action condition pedestrian volumes to arrive at the future With-Action condition pedestrian volumes.

Future With-Action Conditions Analysis – Based on the projected future With-Action condition pedestrian volumes, the pedestrian LOS analyses will be repeated for the study intersection during each analysis period to project operations in the future without the proposed action.

Assessment of Projected Pedestrian Impacts and Identification of Mitigation Measures – Based on the results of the No-Action and With-Action conditions pedestrian LOS analyses, the pedestrian impacts of the proposed project will be assessed. The future No-Action condition will serve as the future baseline for evaluating the potential impacts of the proposed redevelopment project. Potential significant adverse pedestrian impacts will be identified based on the criteria contained in the *CEQR Technical Manual*. Based on the identification of significant adverse pedestrian impacts, appropriate measures to mitigate these impacts will be investigated and tested for the final development year of the proposed project.

Vehicular and Pedestrian Safety

Intersections in the study area will be screened to determine “high crash” locations. The *CEQR Technical Manual* defines a “high crash location” as any location with 48 or more total reportable and non-reportable crashes, or five or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available. Data from the NYCDOT will be reviewed for the most recent three-year period available, and those intersections exceeding the *CEQR Technical Manual* thresholds in the study period will be selected for a detailed review.

At any selected “high crash” locations, a detailed summary will be made of the type of crashes observed at each location, by year. This summary will serve as the basis of an analysis of patterns of crashes. A determination will be made as to the likelihood, if any, that the proposed action will contribute to a significant worsening of safety conditions at these “high crash” locations.

TASK 15. AIR QUALITY

According to CEQR, air quality may be affected by air pollutants produced from two main sources: mobile sources (e.g., motor vehicles); and stationary sources (e.g., fixed facilities). Additionally, air quality may be impacted from construction activities.

Mobile Sources

The *CEQR Technical Manual* currently sets a screening threshold of 170 peak hour vehicle trips for the performance of a detailed mobile source carbon monoxide (CO) analysis. If a project generates fewer trips, no detailed analysis would be warranted. Based on the preliminary trip generation, the proposed project does not have the potential of generating more than 170 total vehicular trips in any peak hour. Thus, it is anticipated that the proposed project will screen out any detailed analysis and no microscale modeling analysis will be necessary for the EIS.

The other potential mobile source air quality analysis will be for small particulate matter (PM_{2.5}). The need for a mobile-source PM would arise if the project were to generate a large number of diesel vehicle trips in the peak hour. A screening analysis for PM_{2.5} will be performed for each analyzed traffic intersection to determine the need for modeling. The NYCDEP screen level is a project-generated volume of between 12 and 23 peak-hour equivalent heavy-duty vehicles depending on the classification of the road. Given the limited numbers of project-generated equivalent heavy-duty vehicles, it is anticipated that no PM_{2.5} microscale modeling analysis is warranted for the project.

Stationary Sources

In addition to mobile sources, emissions from stationary sources may need to be addressed. To assess for potential impacts from combustion of natural gas or fuel oil for heating and hot water, the screening graphs provided in the *CEQR Technical Manual* will be used. Such impacts from heating sources are a function of fuel type, stack height, minimum distance from the source to the nearest receptor (building), and floor area (square footage) of development resulting from the project. This screening process will be carried through to screen potential impacts resulting from the proposed sources to nearby sensitive land uses.

Steiner Studios intends to develop the 250,000-square-foot, 650-space Kent Avenue Parking Structure (accessory parking) envisioned in the area outside the Naval Annex. Emissions from vehicles using the parking lot could potentially affect ambient levels of pollutants at receptors adjacent to the project site. The EIS will include an analysis, using *CEQR Technical Manual* guidance, to calculate pollutant levels. Since the parking lot would be used by automobiles, the primary pollutant of concern is CO.

Manufacturing operations at existing buildings in the area around the project site may emit pollutants that could adversely affect the new users of the project site, particularly the potential academic uses which are considered sensitive land uses. To address this issue, an air permit record search will be carried out to identify major pollutant sources within 1,000 feet of the proposed action and minor sources within 400 feet of the proposed action, as outlined in the *CEQR Technical Manual*.

The emissions data on the minor source air quality permits, if any, will be used to predict concentration levels at the proposed sensitive land uses using the AERSCREEN screening dispersion model. The screening modeling results will then be compared to the National Ambient Air Quality Standards (NAAQS) and applicable NYSDEC Annual Guideline Concentrations (AGCs) and/or Short-Term Guideline Concentrations (SGCs) to determine potential pollutant impact significance.

TASK 16. GREENHOUSE GAS EMISSIONS (GHG) and CLIMATE CHANGE

Although the contribution of a proposed project's GHG emissions to global GHG emissions is likely to be considered insignificant when measured against the scale and magnitude of global climate change, certain projects' contribution of GHG emissions may still need to be analyzed to determine consistency with the City's citywide GHG reduction goal, which is currently the appropriate measure by which to analyze a project under CEQR. This goal was developed as part of PlaNYC for the purpose of planning for an increase in population of almost one million residents while achieving significant greenhouse gas

reductions, and was codified by the New York City Climate Protection Act (Local Law 22 of 2008). Since the project exceeds the CEQR threshold of 350,000 square feet of development and since an EIS is being prepared, a GHG emissions assessment is warranted.

The elements addressed in the GHG analysis for the 2027 analysis year of the proposed project will consist of:

Operations Emissions

- Direct Emissions—emissions from on-site boilers used for heat and hot water, on-site electricity generation, industrial processes, and fugitive emissions.
- Indirect Emissions—emissions from purchased electricity and/or steam generated off-site and consumed on-site during a project’s operation.

Mobile Source Emissions

- Indirect Mobile Source Emissions—emissions from vehicle trips to or from the project site during its operation that are not owned or operated by the applicant.

Construction Emissions

- Direct emissions resulting from the operation of construction vehicles and equipment and emissions resulting from the manufacture or transport of construction materials used for the project.

In addition, as the project site is within a floodplain, this chapter of the EIS will include a qualitative discussion of potential effects of climate change.

TASK 17. NOISE

Noise, in its simplest definition, is unwanted sound. For CEQR purposes, the principal types of noise sources that affect the environment, besides construction-related noise, are mobile and stationary sources.

Mobile Sources

Mobile sources are those noise sources (principally automobiles, buses, trucks, aircraft, and trains) that move in relation to a noise-sensitive receptor (such as a residence). Each source has its own distinctive noise character, and, consequently, an associated set of noise assessment descriptors.

The truck routes around the Navy Yard are considered to be arterial roadways or expressways. In order for a noise impact to occur, the project generated vehicles would need to double the number of passenger car equivalents (PCEs) adjacent to a sensitive receptor. Given the projected assignment of trips from the project site, a doubling of trips is unlikely to occur, but if detailed assignments indicate otherwise, a mobile source noise analysis will be conducted.

Stationary Sources

The proposed Media Campus would potentially include academic uses, which are considered under CEQR sensitive receptors for potential noise impacts. Ambient hourly noise monitoring will be conducted at the two closest locations near the potential academic uses on the Media Campus. The hourly noise levels in $L_{eq}(1)$ at the two locations in the study area will be monitored during one weekday over three (3) time periods when facility operations occur (AM peak hour, midday off-peak and PM peak). These monitoring levels will be used to establish existing ambient noise levels to be used as the basis for evaluating potential noise impacts to the academic uses proposed for the Media Campus.

TASK 18. PUBLIC HEALTH

Public health is the organized effort to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of a CEQR analysis with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.

According to the guidelines of the *CEQR Technical Manual*, public health concerns for which a public health assessment may be warranted include increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts; increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse hazardous materials or air quality impacts; the presence of contamination from historic spills or releases of substances that might have affected or affect groundwater to be used as a source of drinking water; solid waste management practices that could attract vermin and result in an increase in pest populations; potentially significant adverse impacts to sensitive receptors from noise and odors; and actions for which the potential impact(s) result in an exceedance of accepted federal, state, or local standards.

For most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas (such as air quality, water quality, hazardous materials, or noise), no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified, the lead agency may determine that a public health assessment is warranted for that specific technical area. This chapter will summarize the above criteria for public health studies and determine whether significant health impacts are anticipated.

TASK 19. NEIGHBORHOOD CHARACTER

Neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." These elements may include a neighborhood's land use, zoning, public policy; socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise. In a neighborhood character assessment under CEQR, the assessment considers how elements of the environment combine to create the context and feeling of a neighborhood, and how a project may affect that context and feeling.

An assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in any of the technical areas presented above, or when the project may have moderate effects on several of the elements that define a neighborhood's character. This chapter of the EIS will review the proposed project's relationship to the surrounding neighborhood. Photographs will be presented as supplemental information. Data gathered for other technical areas of the environmental assessment (e.g. land use) will be used in identifying the neighborhood's characteristics.

TASK 20. CONSTRUCTION IMPACTS

For the purposes of assessing potential impacts in the EIS, a reasonable worst-case conceptual construction scenario will be formulated to conceptualize likely staging areas, placement of equipment, traffic routes and number of workers. An estimate of activity on-site will also be described. Technical areas to be analyzed include:

- Transportation – This assessment will include relevant information on construction duration, staging, schedule, and the number of worker vehicles and truck trips. If warranted, trip assignment maps would be provided to determine if any intersection would process 50 or more construction-related trips (PCEs) in any peak hour.
- Air Quality - The construction air quality impact section will contain a qualitative discussion of both mobile air source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce emissions.
- Noise - The construction noise impact section will contain a qualitative discussion of noise from construction equipment operation and from construction vehicles. It will discuss potential measures to reduce construction-generated noise.
- Hazardous Materials - In coordination with the work performed for hazardous materials, this section will summarize the actions to be taken during project construction to limit exposure of construction workers and the public to potential contaminants.
- Cultural Resources - Any potential construction-period impacts on historic resources will be considered.
- Other Technical Areas - As appropriate, the DEIS will discuss other areas of environmental assessment—such as land use—for potential construction-related impacts.

TASK 21. MITIGATION

Where significant adverse project impacts have been identified in the EIS, measures to mitigate those impacts will be described. These measures will be developed and coordinated with the responsible City/State agency. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

TASK 22. ALTERNATIVES

An EIS must demonstrate that all reasonable efforts have been made to avoid adverse environmental impacts. This requires that reasonable and plausible alternatives to the proposed action have been explored to determine if the goals of the proposed action could have been achieved with fewer negative effects on the environment. The EIS will include an examination of a No-Action Alternative as part of this chapter of the EIS. This chapter will summarize the no-action conditions described in other chapters of the EIS report. To the extent that unmitigatable significant adverse impacts are identified, alternatives that would reduce or avoid the unmitigatable significant adverse impacts would be identified and studied as part of the EIS.

TASK 23. SUMMARY EIS CHAPTERS

The EIS will include the following three summary chapters to the proposed action:

- *Unavoidable Adverse Impacts* - which summarizes any significant adverse impacts that are unavoidable if the action is implemented regardless of the mitigation employed (or if mitigation is impossible).
- *Growth-Inducing Aspects of the Proposed Action* - which generally refer to “secondary” impacts of a proposed action that trigger further development.

- *Irreversible and Irrecoverable Commitments of Resources* - which summarizes the proposed action and its impacts in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 24. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the proposed project, its environmental impacts, measures to mitigate those impacts, and alternatives to the proposed action. The executive summary will be written in enough detail to facilitate the issuance of a notice of completion.