

Allee
King
Rosen &
Fleming, Inc.

New York
Environmental and Planning Consultants
117 East 29th Street • New York, New York 10016-8022

212/696-0670
FAX 212/213-3191

MEMORANDUM

TO: Distribution
FROM: Edward Applebome
RE: New York Post Harlem River Yard Project
DATE: January 7, 1998

Enclosed is a revised Environmental Assessment Form (EAF) and supplemental studies for the New York Post Harlem River Yard project. The EAF is ready for submission to the lead agency. Please let us know how to proceed. In addition, we can complete another EAF for a site located wholly within the Harlem River Yard when we receive a plan for that alternative.

Distribution: David W. Levinson
Richard Leland
David W. O'Neill
R.J. Hosking

dsa/wp
L:\Personal\davidal\NY Post\Distribution 2.wpd

RECEIVED

JAN 08 1997

R.G.L.

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially large, then Part 3 is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE — Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: ☒ Part 1 ☒ Part 2 ☐ Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- ☐ A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore **a negative declaration will be prepared.**
- ☐ B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required; therefore **a CONDITIONED negative declaration will be prepared.**
- ☐ C. The project may result in one or more large and important impacts that may have a significant impact on the environment; therefore, **a positive declaration will be declared.**

A Conditioned Negative Declaration is only valid for Unlisted Actions

New York Post/Harlem River Yards

Name of Action

New York State Department of Transportation

Name of Lead Agency

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (If different from responsible officer)

Date

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

NAME OF ACTION New York Post/Harlem River Yards			
LOCATION OF ACTION (include Street Address, Municipality and County) East 132nd Street and Walnut Avenue, Bronx, NY			
NAME OF APPLICANT/SPONSOR New York Post Companies			BUSINESS TELEPHONE ()
ADDRESS 210 South Street			
CITY/PO New York			STATE NY ZIP CODE 10002
NAME OF OWNER (If different) New York State Department of Transportation and Metropolitan Transportation Authority			BUSINESS TELEPHONE (718) 482-4594
ADDRESS Hunters Point Plaza, 47-40 21st Street			
CITY/PO Long Island City			STATE NY ZIP CODE 11101
DESCRIPTION OF ACTION See Attachment A.			

Please Complete Each Question—Indicate N.A. if not applicable

A. Site Description

Physical setting of overall project, both developed and undeveloped areas.

1. Present land use: ☐ Urban ☒ Industrial ☐ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)
 ☐ Forest ☐ Agriculture ☐ Other _____

2. Total acreage of project area: ±16 acres

APPROXIMATE ACREAGE

	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	_____ acres	_____ acres
Forested	_____ acres	_____ acres
Agricultural (Includes orchards, cropland, pasture, etc.)	_____ acres	_____ acres
Wetland (Freshwater or tidal as per Articles 24, 25 of ECL)	_____ acres	_____ acres
Water Surface Area	_____ acres	_____ acres
Unvegetated (Rock, earth or fill)	<u>± 8</u> acres	_____ acres
Roads, buildings and other paved surfaces	<u>± 8</u> acres	<u>± 14</u> acres
Other (Indicate type) <u>Landscaped areas</u>	_____ acres	<u>± 2</u> acres

3. What is predominant soil type(s) on project site? Dark gray and silty sand with gravel and brick fragments.
- a. Soil drainage: ☐ Well drained _____ % of site ☒ Moderately well drained 100 % of site
 ☐ Poorly drained _____ % of site
- b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? NA acres. (See 1 NYCRR 370).
4. Are there bedrock outcroppings on project site? ☐ Yes ☒ No
- a. What is depth to bedrock? 30-50 (in feet)

ATTACHMENT A

Project Description

The New York Post is proposing to develop a major new state-of-the-art printing facility on an approximately 16-acre parcel in the Mott Haven section of the South Bronx. The site, which would incorporate an approximately 9-acre parcel in the easternmost section of the Harlem River Yards and an adjacent parcel owned by the Metropolitan Transportation Authority (MTA), is bounded by East 132nd Street to the north, the Bronx Kill to the south, and the MTA Walnut Avenue Bus Depot to the east. Figure 1 shows the project location. The project would provide for the development of a 453,700-square-foot newspaper production facility to serve the production needs of the *New York Post*. In order for the project to move forward, it requires public approvals from city, state, and federal agencies, as listed below.

New York State Department of Transportation (NYSDOT)

- Modification of the previously approved land use plan; and
- Approval of the subleasing of the project site to the New York Post by Harlem River Yard Ventures, Inc.

Empire State Development Corporation (ESDC)

- Possible modification of ESDC General Project Plan; and
- Possible condemnation of the MTA parcel.

New York State Department of State

- A coastal zone consistency finding.

New York City Department of City Planning (DCP)

- A coastal zone consistency finding.

Metropolitan Transportation Authority

- Possible transfer of MTA-owned parcel to NYSDOT.

Federal Transportation Administration

- Possible approval of transfer of lien on MTA parcel.

The Harlem River Rail Yard is located along the southern edge of the Mott Haven and Port Morris neighborhoods. The yards have been largely inactive since the 1970's and, since then, several proposals have been considered for different uses and development. In 1994, an Environmental Impact Statement (EIS) was prepared by Harlem River Yards Ventures, allowing for development of a multi-use industrial facility with an intermodal rail terminal, to provide warehousing, distribution, and transportation services for businesses serving the New York City metropolitan region. As part of this plan, a newspaper recycling plant and warehousing facility were proposed as possible future uses. The EIS contained a generic environmental review for the newspaper recycling plant. In 1996, a Supplemental EIS was prepared for the proposed Bronx Community Paper Deinking Facility that was to occupy approximately 36 acres in the eastern portion of the Harlem River Yards.

The project site, as shown in Figure 1, includes the portion of the Harlem River Yards east of the Hell Gate Bridge and the adjacent MTA parcel. The site covers approximately 16 acres and is currently occupied by the MTA Walnut Avenue Bus Depot and a New York City Department of Transportation (NYCDOT) Tow Pound. These uses would relocate prior to development of the proposed project.

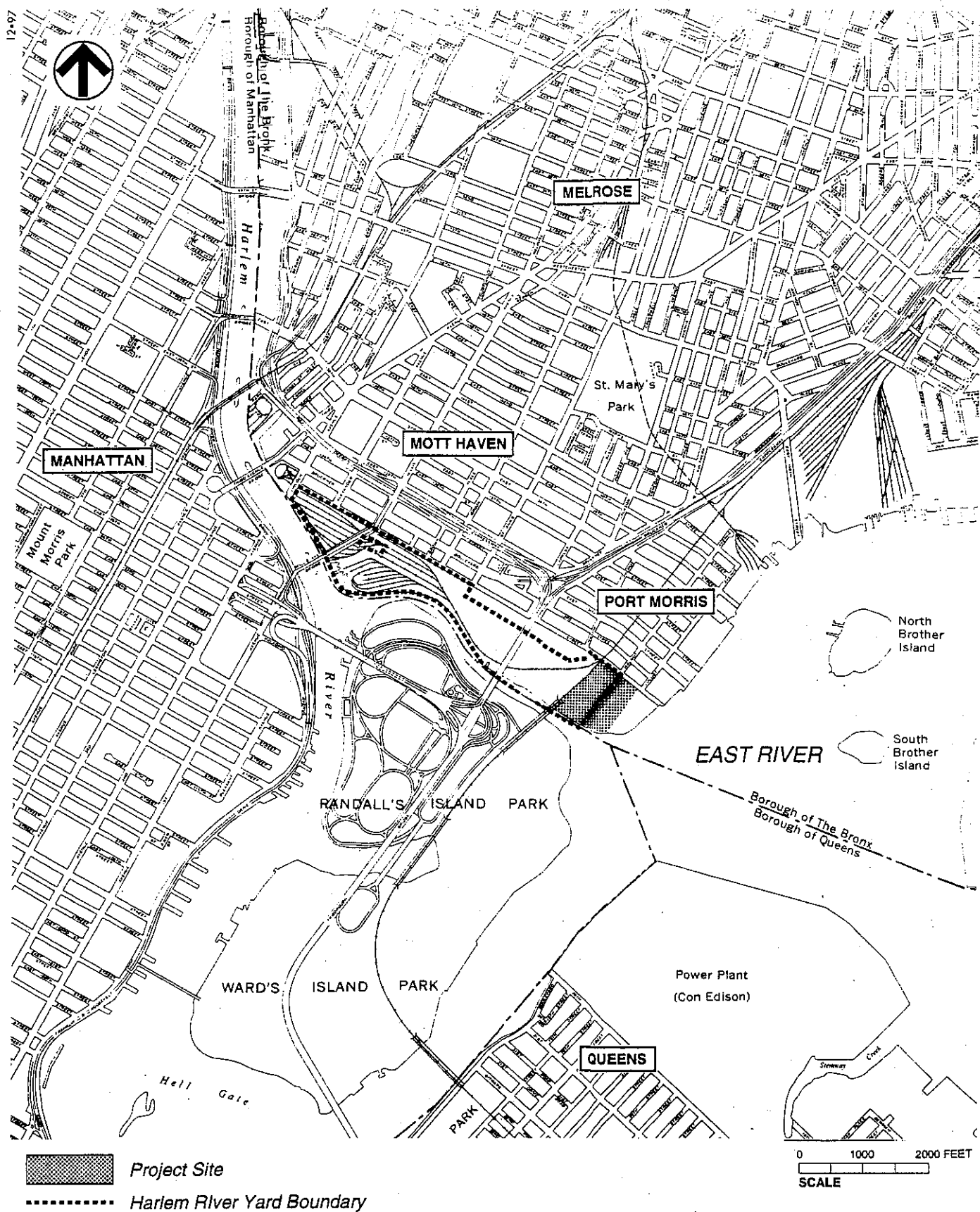


Figure 1
Location Plan

NEW YORK POST PRINTING FACILITY

The proposed development would include a four-story, 60-foot-high production facility building of approximately 446,200 square feet, a 7,500-square-foot vehicle maintenance facility, employee parking with 250 spaces, and approximately 2 acres of landscaped areas. (Figure 2 shows the project site plan.) The production building, as shown in Figure 3, would contain the printing operations, including a press deck, reel room, press support areas, storage for newsprint and ink, inserting area, mailroom, and shipping and receiving docks for trucks and rail. The building would also contain administrative offices, conference rooms, training areas, and a cafeteria. The site would be accessed by a driveway on East 132nd Street, leading to an employee parking area, a staging and parking area for delivery vehicles, and a vehicle service area. Direct access to the regional highway system for delivery vehicles, including the Bruckner and Major Deegan Expressways and the Triborough Bridge, is provided via St. Ann's Avenue. Construction is expected to take approximately 21 months. Demolition and site clearance would begin in 1998, and the plant is expected to be in operation by 2000.

The current newspaper production operations located at the New York Post facility on South Street in Manhattan would relocate to the proposed facility in the Harlem River Rail Yards. All of the employees at the current plant, including approximately 400 workers, would relocate to the new facility. The plant operations schedule is expected to be similar to that at South Street, including printing activities during the night and newspaper deliveries in the early morning. The new plant would provide for a substantial improvement in capacity, printing capabilities and efficiency, and handling and distribution. The location in the Harlem River Yard would also allow for the delivery of materials by rail, thereby reducing the amount of truck traffic required to service the facility.

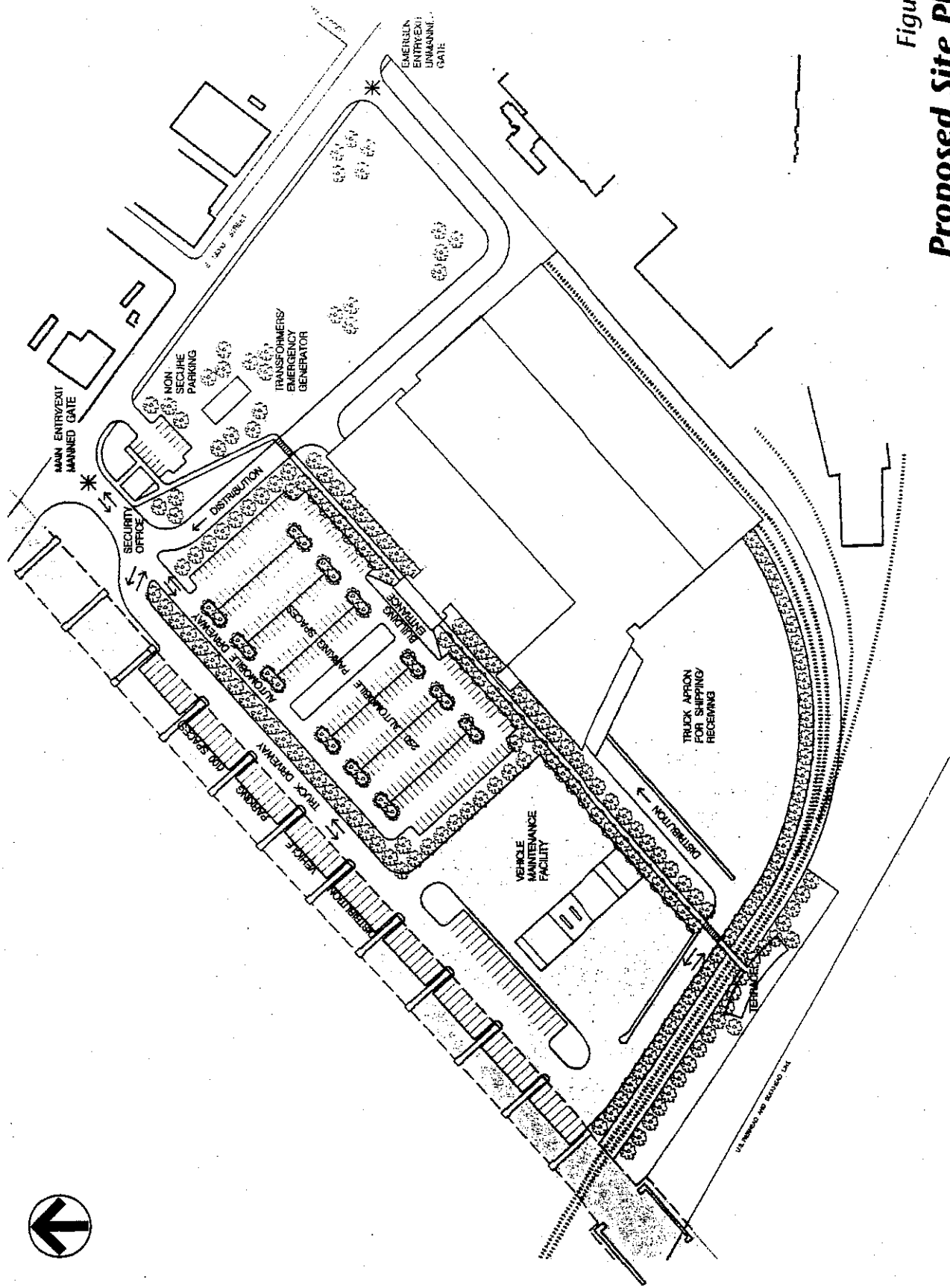


Figure 2

Proposed Site Plan

NEW YORK POST PRINTING FACILITY

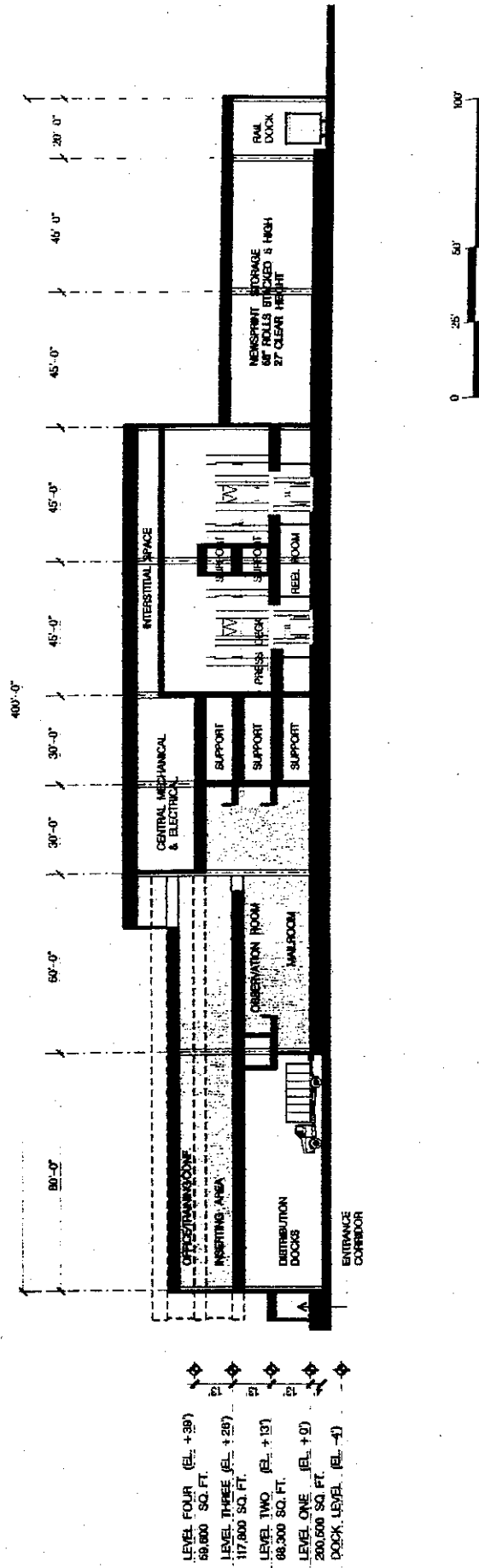


Figure 3
Building Section – Looking North
NEW YORK POST PRINTING FACILITY

5. Approximate percentage of proposed project site with slopes: ☒ 0-10% 100 % ☐ 10-15% 0 % ☐ 15% or greater 0 %
6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or the National Registers of Historic Places? ☐ Yes ☒ No
7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? ☐ Yes ☒ No
8. What is the depth of the water table? 6-8 (in feet)
9. Is site located over a primary, principal, or sole source aquifer? ☐ Yes ☒ No
10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? ☐ Yes ☒ No
11. Does project site contain any species of plant or animal life that is identified as threatened or endangered?
☐ Yes ☒ No According to _____
Identify each species _____
12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations)
☐ Yes ☒ No Describe _____
13. Is the project site presently used by the community or neighborhood as an open space or recreation area?
☐ Yes ☒ No If yes, explain _____
14. Does the present site include scenic views known to be important to the community?
☐ Yes ☒ No
15. Streams within or contiguous to project area: Bronx Kill
a. Name of Stream and name of River to which it is tributary Harlem River
16. Lakes, ponds, wetland areas within or contiguous to project area: None
a. Name _____ b. Size (In acres) _____
17. Is the site served by existing public utilities? ☒ Yes ☐ No
a) If Yes, does sufficient capacity exist to allow connection? ☒ Yes ☐ No
b) If Yes, will improvements be necessary to allow connection? ☐ Yes ☒ No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☒ No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? ☐ Yes ☒ No
20. Has the site ever been used for the disposal of solid or hazardous wastes? ☐ Yes ☒ No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate)
- a. Total contiguous acreage owned or controlled by project sponsor ±16 acres.
- b. Project acreage to be developed: ±16 acres initially; ±16 acres ultimately.
- c. Project acreage to remain undeveloped 0 acres.
- d. Length of project, in miles: NA (If appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed N/A %.
- f. Number of off-street parking spaces existing 217; proposed 250 auto, 100 truck.
- g. Maximum vehicular trips generated per hour 219 (upon completion of project)?
- h. If residential: Number and type of housing units: NA
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially | _____ | _____ | _____ | _____ |
| Ultimately | _____ | _____ | _____ | _____ |
- i. Dimensions (in feet) of largest proposed structure 60 height; 375 width; 475 length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? 760 ft.

3. Will disturbed areas be reclaimed? ☐ Yes ☐ No ☒ N/A
 a. If yes, for what intended purpose is the site being reclaimed? _____
 b. Will topsoil be stockpiled for reclamation? ☐ Yes ☐ No
 c. Will upper subsoil be stockpiled for reclamation? ☐ Yes ☐ No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 0 acres.
5. Will any mature forest (over 100 years old) or other locally important vegetation be removed by this project?
☐ Yes ☒ No
6. If single phase project: Anticipated period of construction 21 months (including demolition).
7. If multi-phased:
 a. Total number of phases anticipated _____ (number).
 b. Anticipated date of commencement phase 1 _____ month _____ year (including demolition).
 c. Approximate completion date of final phase _____ month _____ year.
 d. Is phase 1 functionally dependent on subsequent phases? ☐ Yes ☐ No
8. Will blasting occur during construction? ☐ Yes ☒ No
9. Number of jobs generated: during construction 385; after project is complete 0
10. Number of jobs eliminated by this project 0
11. Will project require relocation of any projects or facilities? ☒ Yes ☐ No If yes, explain _____
Relocation of MTA Walnut Street Bus Depot and NYCDOT Tow Pound. (The New York Post printing plant will be relocating from South Street in Manhattan.)
12. Is surface liquid waste disposal involved? ☒ Yes ☐ No
 a. If yes, indicate type of waste (sewage, industrial, etc.) and amount Sewage 40,050 gpd.
 b. Name of water body into which effluent will be discharged Wards Island Plant to East River.
13. Is subsurface liquid waste disposal involved? ☐ Yes ☒ No Type _____
14. Will surface area of an existing water body increase or decrease by proposal? ☐ Yes ☒ No
 Explain _____
15. Is project or any portion of project located in a 100 year flood plain? ☒ Yes* ☐ No
16. Will the project generate solid waste? ☒ Yes ☐ No
 a. If yes, what is the amount per month 260.4 tons
 b. If yes, will an existing solid waste facility be used? ☒ Yes ☐ No
 c. If yes, give name Fresh Kills or other licensed landfill; location Staten Island, NY
 d. Will any wastes **not** go into a sewage disposal system or into a sanitary landfill? ☒ Yes ☐ No
 e. If yes, explain See Attachment B.
17. Will the project involve the disposal of solid waste? ☐ Yes ☒ No
 a. If yes, what is the anticipated rate of disposal? _____ tons/month.
 b. If yes, what is the anticipated site life? _____ years.
18. Will project use herbicides or pesticides? ☐ Yes ☒ No
19. Will project routinely produce odors (more than one hour per day)? ☐ Yes ☒ No
20. Will project produce operating noise exceeding the local ambient noise levels? ☐ Yes ☒ No
21. Will project result in an increase in energy use? ☒ Yes ☐ No
 If yes, indicate type(s) Electricity and gas.
22. If water supply is from wells, indicate pumping capacity NA gallons/minute.
23. Total anticipated water usage per day 84,600 gallons/day.
24. Does project involve Local, State or Federal funding? ☒ Yes ☐ No
 If Yes, explain To be determined.

* The site is currently being raised out of the 100 year flood plain.

ATTACHMENT B

Solid Waste

Waste products generated by the proposed New York Post printing facility would include solid waste from the offices and cafeteria located at the plant, in addition to wastes generated by printing operations, including newsprint, printing plates, newsink, film, and other process chemicals. However, much of the wastes generated during the newspaper printing process would be recycled, including approximately 83,300 single-page printing plates (14.2 tons), 23.2 tons of newsink, and 36,000 feet of film per month (0.6 tons). In addition, process chemicals, including film developer and fixer chemistry, would be circulated through a silver recovery apparatus to remove all contaminants before disposal. The approximately 7.7 tons per month of recovered silver would be recycled and the remaining 1,500 gallons per month of liquid would be disposed. Therefore, the only solid waste disposed of as a result of the proposed project would include 250 tons per month of newsprint and 10.4 tons per month generated by the offices and cafeteria at the facility.

25. Approvals Required

	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
City, Town, Village Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
City, Town, Village Planning Board	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
City, Town Zoning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
City, County Health Department	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other Local Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other Regional Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
State Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Federal Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

See Attachment C.

See Attachment C.

See Attachment C.

See Attachment C.

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? ☒ Yes ☐ No

If Yes, indicate decision required:

☐ zoning amendment ☐ zoning variance ☐ special use permit ☐ subdivision ☐ site plan
☐ new/revision of master plan ☐ resource management plan ☒ other Modification of Harlem

River Yard land use plan.

2. What is the zoning classification(s) of the site? M3-1
3. What is the maximum potential development of the site if developed as permitted by the present zoning?
1.4 million zsf.
4. What is the proposed zoning of the site? No change.
5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?
No change.
6. Is the proposed action consistent with the recommended uses in adopted local land use plans? ☒ Yes ☐ No
7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?
Transportation and light and heavy industry.
8. Is the proposed action compatible with adjoining/surrounding land uses within a ¼ mile? ☒ Yes ☐ No
9. If the proposed action is the subdivision of land, how many lots are proposed? NA
 a. What is the minimum lot size proposed? _____
10. Will proposed action require any authorization(s) for the formation of sewer or water districts? ☐ Yes ☒ No
11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? ☒ Yes ☐ No
 a. If yes, is existing capacity sufficient to handle projected demand? ☒ Yes ☐ No
12. Will the proposed action result in the generation of traffic significantly above present levels? ☐ Yes ☒ No
 a. If yes, is existing road network adequate to handle the additional traffic? ☐ Yes ☐ No

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name _____

Date _____

Signature _____

Title _____

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

ATTACHMENT C

Public Approvals Required

New York State Department of Transportation (NYSDOT)

- Modification of the previously approved land use plan; and
- Approval of sublease of the project site to the New York Post by Harlem River Yard Ventures, Inc.

Empire State Development Corporation (ESDC)

- Possible modification of ESDC General Project Plan; and
- Possible condemnation of MTA parcel

New York State Department of State

- Coastal zone consistency finding.

New York City Department of City Planning (DCP)

- Coastal zone consistency finding.

Metropolitan Transportation Authority

- Possible transfer of MTA owned parcel to NYSDOT.

Federal Transportation Administration

- Possible approval of transfer of lien on MTA parcel.

Responsibility of Lead Agency

General Information (Read Carefully)

- In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable**? The reviewer is not expected to be an expert environmental analyst.
- The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site, other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- The number of examples per question does not indicate the importance of each question.
- In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- Answer each of the 20 questions in PART 2. Answer **Yes** if there will be any impact.
- Maybe** answers should be considered as **Yes** answers.
- If answering **Yes** to a question, then check the appropriate box (column 1 or 2) to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- Identifying that an impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- If reviewer has doubt about size of the impact, then consider the impact as potentially large and proceed to PART 3.
- If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

IMPACT ON LAND

1. Will the proposed action result in a physical change to the project site?

☐ NO ☒ YES

Examples that would apply to column 2

- Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%.
- Construction on land where the depth to the water table is less than 3 feet.
- Construction of paved parking area for 1,000 or more vehicles.
- Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.
- Construction that will continue for more than 1 year or involve more than one phase or stage.
- Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.
- Construction or expansion of a sanitary landfill.
- Construction of a designated floodway.
- Other impacts Construction of new printing facility replacing existing

bus depot and auto tow pound. Construction impacts would
be typical of those for urban settings.*

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.) ☒ NO ☐ YES

- Specific land forms: _____

* See Attachment D.

1 Small to Moderate Impact	2 Potential Large Impacts	3 Can Impact Be Mitigated By Project Change
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

ATTACHMENT D

Construction

Construction of the proposed project is expected to take 21 months. Demolition of the MTA bus depot and site clearance would begin in 1998 and take approximately 1 month. Pile driving for the building and printing press foundations would occur for 2 to 3 months, and construction of the steel superstructure for the facility would take an additional 3 months. Construction of the proposed project would be substantially complete after approximately 12 months. The remaining 9 months of construction activity would be dedicated primarily to interior work, including installation of the printing presses, and the plant would be in operation by 2000.

All construction activity would be staged on-site. As described in Attachment A, "Project Description," the proposed project is located in an industrial neighborhood in the South Bronx. Therefore, disruption to these surrounding land uses would be minimal, and the potential impact from construction of the new printing facility would not be significant.

☒ NO* ☐ YES

- Developable area of site contains a protected water body.
- Dredging more than 100 cubic yards of material from channel of a protected stream.
- Extension of utility distribution facilities through a protected water body.
- Construction in a designated freshwater or tidal wetland.
- Other impacts:

- A 10% increase or decrease in the surface area of any body of water or more than a 10-acre increase or decrease.
- Construction of a body of water that exceeds 10 acres of surface area.
- Other impacts.

- Proposed Action will require a discharge permit.
- Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.
- Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.
- Construction or operation causing any contamination of a water supply system.
- Proposed Action will adversely affect groundwater.
- Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.
- Proposed Action would use water in excess of 20,000 gallons per day.
- Proposed Action will likely cause siltation or other discharges into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.
- Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.
- Proposed Action will allow residential uses in areas without water and/or sewer services.
- Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.
- Other impacts:

- Proposed Action would change flood water flows.

[illegible]

ATTACHMENT E

Waterfront Revitalization

INTRODUCTION

The conformance of the proposed New York Post printing facility to the Waterfront Revitalization Program (WRP) is described below. In addition, the project's conformance with the New York City Comprehensive Waterfront Plan is considered.

WATERFRONT REVITALIZATION PROGRAM POLICIES

New York City's WRP includes 44 statewide policies for waterfront protection and improvement (Policies 1 through 44) and 12 policies specifically for New York City (Policies A through L). Each is presented below.

Policy 1: Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses.

The proposed New York Post printing facility would redevelop and revitalize a deteriorated waterfront facility for industrial use and would be consistent with this policy.

New York City Policy A: Improve urban shorelines by maintaining, removing, or recycling waterfront structures (piers, docks, wharves, etc.) under waterfront development policies and plans. Identify alternative uses for underutilized waterfront structures.

The proposed project does not involve piers, docks, wharves, etc. Therefore, this policy is not applicable.

Policy 2: Facilitate the siting of water-dependent uses and facilities on or adjacent to coastal waters.

The proposed printing facility is not water-dependent. The Bronx Kill, which fronts the project site, is not navigable by vessels in maritime trade and, therefore, this portion of Harlem River Yard (HRY) could not support a water-dependent use.

New York City Policy B: Improve channels as necessary to maintain and stimulate economic conditions.

The proposed project would not involve channels. As a result, the policy is not applicable.

Policy 3: Promote the development and use of the State's major ports as centers of commerce and industry, emphasizing the siting, within port areas of land use and development that is necessary to, or in support of, the waterborne transportation of cargo and people. The State's major ports are the ports of Albany, Buffalo, New York, Ogdensburg, and Oswego.

Since the Bronx Kill shoreline of the project site is not suitable for port facilities, this policy is not applicable.

Policy 4: Strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those activities that have provided such areas with a unique identity.

The proposed project would not have an adverse impact on the future development potential of the existing barge basin located at the far west end of HRY.

Policy 5: Encourage the location of development in areas where public services and facilities essential to such development are adequate.

Existing services are adequate, and the New York Post printing facility would be consistent with this policy.

Policy 6: Expedite existing permit procedures to facilitate the siting of development activities at suitable locations.

Any project-related activity would be performed in compliance with applicable permits. As described in Attachment A, "Project Description," the project would require several approvals and other discretionary actions by city and state agencies. The SEQR review would be used by these agencies in their permitting process. If necessary, use of the Empire State Development zoning override powers would further expedite existing permit procedures. Thus, the proposed project would be consistent with this project.

Policy 7: Significant coastal fish and wildlife habitats will be protected and preserved so as to maintain their viability as habitats.

This policy is not applicable.

Policy 8: Protect fish and wildlife resources in the coastal area from the introduction of hazardous wastes and other pollutants that bioaccumulate in the food chain or cause significant sublethal or lethal effects on those resources.

As described in the 1994 Harlem River Yards Final Environmental Impact Statement (FEIS), the hazardous waste remediation as part of that project would protect fish and wildlife resources. In addition, at the New York Post facility, neither the processes nor the discharges would include chemicals that bioaccumulate.

Policy 9: Expand recreational use of fish and wildlife resources in coastal areas by increasing access to existing resources, supplementing existing stocks, and developing new resources.

The Harlem River and the Bronx Kill do not support recreational fish resources, and this policy is not applicable.

Policy 10: Further develop commercial finfish, shellfish, and crustacean resources in the coastal areas by encouraging the construction or improvement of existing onshore commercial fishing facilities, increasing marketing of the State's seafood products, maintaining adequate stocks, and expanding agriculture facilities.

This policy is not applicable. The project site and the surrounding area are not suitable for commercial fisheries, and there are no commercial fisheries in the area.

Policy 11: Buildings and other structures will be sited in the coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.

No residential uses are proposed. In addition, as described in the 1994 FEIS, fill would be placed on dry areas of the site above the mean high water line to raise the structures above the flood elevation to prevent flooding damage pursuant to Local Law No. 33 of 1988.

New York City Policy C: Provide shorefront protection against coastal erosion hazards where there is public benefit and public use along nonpublic shores.

This policy is not applicable. No erosion hazards are present.

New York City Policy D: Provide technical assistance for the identification and evaluation of erosion problems, as well as the development of erosion-control plans along privately owned eroding shores.

This policy is not applicable. No erosion is occurring.

New York City Policy E: Implement public and private structural flood and erosion control projects only when:

- Public economic and environmental benefits exceed public economic and environmental costs;
- Non-structural solutions are proven to be ineffective or cost prohibitive;
- Projects are compatible with other coastal management goals and objectives, including aesthetics, access, and recreation;
- Adverse environmental impacts are minimized;
- Natural protective features are not impaired; and
- Adjacent (downdrift) shorelines are not adversely affected.

No public or private structural flood- or erosion-control is proposed with the New York Post printing facility. This policy is not applicable.

Policy 12: Activities or development in the coastal area will be undertaken so as to minimize their adverse effects on natural features that protect against flooding and erosion.

Removal of natural features is not a part of the proposed project and therefore this policy is not applicable.

Policy 13: The construction or reconstruction or erosion protection structures shall be undertaken only if they have a reasonable probability of controlling erosion for at least 30 years as demonstrated in design and construction standards and/or assured maintenance or replacement programs.

Construction of erosion control structures is not part of the proposed project and therefore this policy is not applicable.

Policy 14: Activities and development, including the construction or reconstruction of erosion protection structures, shall be undertaken so that there will be no measurable increase in erosion or flooding at the site of such activities or development at other locations.

As discussed above, the proposed project would comply with regulations concerning habitable structures in the 100-year floodplain. The proposed printing facility would be on fill on top of dry land and would not appreciably diminish the level of protection against coastal erosion hazards nor increase flooding at other locations.

Policy 15: Mining, excavation, or dredging in coastal waters shall not significantly interfere with the natural coastal processes that supply beach materials to land adjacent to such waters and shall be undertaken in a manner that will not cause an increase in erosion of such lands.

This policy is not applicable because the proposed New York Post printing facility would not involve mining, excavation, or dredging.

Policy 16: Public funds shall be expended for activities and development, including the construction or reconstruction of erosion structures, only where the public benefits clearly outweigh their long-term monetary and other costs, including their adverse effects on natural protective features.

Because the proposed printing facility would not entail the construction or reconstruction of erosion control structures, this policy is not applicable.

Policy 17: Non-structural measures to minimize damage to natural resources and property from flooding and erosion shall be used whenever possible.

The proposed project would not cause any increase in flooding and erosion. Therefore, this policy is not applicable.

Policy 18: To safeguard the vital interests of the State of New York and of its citizens in the waters and other valuable resources of the State's coastal area, all practicable steps shall be taken to ensure that such interests are accorded full consideration in the deliberations, decisions and actions of State and Federal bodies with authority over those waters and resources.

The compatibility of the proposed New York Post printing facility with the policies of the Waterfront Revitalization Program, which reflects the vital interests of the state and its citizens in this matter, is assessed in this Environmental Assessment Form (EAF) and would be used during state deliberations. The project is subject to review pursuant to the State Environmental Quality Review Act (SEQRA).

Policy 19: Protect, maintain, and increase the level and types of access to water-related recreation resources.

The project site is not currently in public recreational use nor would it be with the proposed project. Heavy industrial activities are not compatible with public access.

Policy 20: Access to the publicly owned foreshore, or water's edge, and to the publicly owned lands immediately adjacent to these areas shall be provided and it shall be provided in a manner compatible with adjoining uses. To ensure that such lands remain available for public use, they will be retained in public ownership.

The New York Post printing facility would continue the industrial use on the site. There is no public access to the waterfront now and there would not be with the proposed project. Heavy industrial activities are not compatible with public access.

Policy 21: Water-dependent and water-enhanced recreation will be encouraged and facilitated, and will be given priority over non-water-related uses along the coast.

The proposed facility would provide non-water-dependent industrial use on the site. Neither water-dependent nor water-enhanced recreation are part of the proposed project. Heavy industrial activities are not compatible with public access.

New York City Policy F: Priority shall be given to the development of mapped parkland and appropriate open space where the opportunity exists to meet the recreational needs of:

- Immobile user groups; and
- Communities without adequate waterfront park space and/or facilities.

The proposed facility would not provide parkland or open space. Heavy industrial activities are not compatible with public access.

New York City Policy G: Maintain and protect New York City beaches to the fullest extent possible.

There is no beach area on or next to the project site, and therefore this policy is not applicable.

Policy 22: Development when located adjacent to the shore will provide for water-related recreation activities whenever such recreational use is appropriate in light of reasonably anticipated demand for such activities, and the primary purpose of the development.

The proposed New York Post printing facility would not provide recreational facilities. Heavy industrial activities are not compatible with recreational uses.

Policy 23: Protect, enhance, and restore structures, districts, areas, or sites that are of significance in the history, architecture, archeology, or culture of the State, its communities, or the nation.

The proposed facility would not adversely affect historic or archaeological resources. The project site does not include any potential archaeologically sensitive areas.

New York City Policy H: Ensure ongoing maintenance of all waterfront parks and beaches to promote full use of secure, clean areas with fully operable facilities.

No waterfront parks or beaches are on the site, and this policy is not applicable.

Policy 24: Prevent impairment of scenic resources of Statewide significance.

The project site is not considered a scenic resource of statewide significance, nor is it located within a Special Natural Area District or Special Scenic View District.

Policy 25: Protect, restore, and enhance the natural and manmade resources that are not identified as being of Statewide significance, but which contribute to the overall scenic quality of the coastal area.

The project site does not contribute to the overall scenic quality of the coastal area. This policy is not applicable.

Policy 26: Conserve and protect agricultural lands in the State's coastal area.

There is no agricultural land on the project site or adjacent areas. This policy is not applicable.

Policy 27: Decisions on the siting and construction of major energy facilities in the coastal area will be based on public energy needs, compatibility of such facilities with the environment, and the facility's need for a shorefront location.

The proposed project would not involve the development of major energy facilities. Therefore, this policy is not applicable.

New York City Policy I: Siting of liquified and substitute natural gas facilities, including those associated with the tankering of such gas, shall take into consideration State and National energy needs, public safety concerns, and the necessity for a shorefront location.

The proposed project would not include the siting of such facilities, and therefore the policy is not applicable.

Policy 28: Ice management practices shall not damage significant fish and wildlife and their habitats, increase shoreline erosion or flooding, or interfere with the production of hydroelectric power.

No ice management practices would be required for the proposed facility. This policy is not applicable.

Policy 29: Encourage the development of energy resources on the outer continental shelf (OCS) and in other water bodies and ensure the environmental safety of such activities.

The proposed project would not involve the development of energy resources. Therefore, the policy is not applicable.

Policy 30: Municipal, industrial and commercial discharge of pollutants, including, but not limited to, toxic and hazardous substances, into coastal waters will conform to State and National water quality standards.

The proposed New York Post printing facility would not discharge any toxic or hazardous materials and would not cause water quality violations. This project would not result in a significant effect on water quality.

Policy 31: State coastal area policies and management objectives of approved local waterfront revitalization programs will be considered while reviewing coastal water classifications and while modifying water quality standards; however, those waters already over-burdened with contaminants will be recognized as being a development constraint.

The proposed project would not affect any proposed reclassification of nearby waters nor would the project be constrained by existing classifications.

Policy 32: Encourage the use of alternative or innovative sanitary waste systems in smaller communities where the costs of conventional facilities are unreasonably high, given the size of the existing tax base for these communities.

This policy is not applicable since New York City is not a small community and has a comprehensive system of water pollution control plants that serve the entire city.

Policy 33: Best management practices will be used to ensure the control of storm water runoff and combined sewer overflows draining into coastal waters.

Best management practices would be used during both construction and operation. A separate stormwater system would be used.

Policy 34: Discharge of waste material into coastal waters from vessels under the State's jurisdiction will be limited so as to protect significant fish and wildlife habitats, recreational areas, and water supply areas.

The proposed project would not involve discharge of waste materials from vessels. This policy is not applicable.

Policy 35: Dredging and dredge spoil disposal in coastal waters will be undertaken in a manner that meets existing state dredging permit requirements and protects significant fish and wildlife habitats, aesthetic resources, natural protective features, important agricultural lands, and wetlands.

The proposed project would not entail dredging or dredge spoil disposal. This policy is not applicable.

Policy 36: Activities related to the shipment and storage of petroleum and other hazardous materials will be conducted in a manner that will prevent or at least minimize spills into coastal waters: all practicable efforts will be undertaken to expedite the cleanup of such discharges; and restitution for damages will be required when these spills occur.

The proposed project would not involve activities related to the shipment and storage of petroleum and other hazardous materials in New York Harbor. Thus, the policy is not applicable.

Policy 37: Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics, and eroded soils into coastal waters.

During construction and operation of the currently proposed facility, best management practices would be employed to minimize debris falling into the water. No fertilization of the soil that could lead to excess nutrient runoff is proposed as part of the project.

Policy 38: The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.

The project site does not contain a sole source or a primary aquifer, and the proposed project would have no effect on the quality or quantity of surface water and groundwater supplies in the Bronx.

Policy 39: The transport, storage, treatment and disposal of solid wastes, particularly hazardous wastes, within coastal areas will be conducted in such a manner so as to protect groundwater and surface water supplies, significant fish and wildlife habitats, recreation areas, important agricultural lands, and scenic resources.

The proposed printing facility would recycle waste products generated by the newspaper printing operations to the maximum extent feasible, including newsprint, printing plates, newsink, film and other process chemicals. These waste products would be reused and would not affect groundwater and surface water supplies, significant fish and wildlife habitats, recreation areas, or important agricultural lands and scenic resources. The project would be in compliance with this policy.

New York City Policy J: Adopt end-use plans for landfill areas that specify the following:

- Final capacity;
- Final contours;
- Leachate, erosion, and gas control systems;
- Re-vegetation strategies; and
- Interim review schedules.

The project site is not located on any of New York City's inactive landfills. Thus, the policy is not applicable.

New York City Policy K: Curtail illegal dumping throughout the coastal zone and restore areas scarred by this practice.

The project site is locked and/or has 24-hour security. Thus, it has not been used for illegal dumping. The proposed facility would curtail any potential for illegal dumping by rehabilitating and utilizing the site. The project site would also continue to have 24-hour security with the proposed project.

New York City Policy L: Encourage energy development from waste and waste landfills.

The proposed printing facility would not involve energy development. Therefore, this policy is not applicable.

Policy 40: Effluent discharged from major steam, electric generating, and industrial facilities into coastal waters will not be unduly injurious to fish and wildlife and will conform to State water quality standards.

All discharges would conform to state and federal water quality standards.

Policy 41: Land use or development in the coastal area will not cause national or State air quality standards to be violated.

As discussed in Attachment F, "Air Quality," the proposed project would meet all national and state air quality standards.

Policy 42: Coastal management policies will be considered if the State reclassifies land areas pursuant to the prevention of significant deterioration regulations of the Federal Clean Air Act.

No reclassification of the project site would occur with the project, and therefore this policy is not applicable.

Policy 43: Land use or development in the coastal area must not cause the generation of significant amounts of the acid rain precursors: nitrates and sulfates.

The proposed facility would not generate significant quantities of nitrates and sulfates and would comply with this policy.

Policy 44: Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.

The project would not affect the tidal wetland of Bronx Kill adjacent to the site.

NEW YORK CITY COMPREHENSIVE WATERFRONT PLAN

In August 1993, the New York City Planning Commission (CPC) adopted the New York City Comprehensive Waterfront Plan. This document outlines a long-range plan for the whole waterfront of New York City, balancing the needs of environmentally sensitive areas and the working port with opportunities for waterside public access, open space, housing, and commercial activity. CPC also adopted waterfront text revisions to the Zoning Resolution.

This section of the South Bronx has been designated in the New York City Comprehensive Waterfront Plan as a "Significant Maritime/Industrial Area." The proposed project, as part of the development of the Harlem River Yards, would create a new industrial use for the site and have an intermodal transportation system, including rail, in accordance with the city's strategy for such areas. The development of the Harlem River Yards would leave open the potential for future berthing of maritime support vessels along the water (although Bronx Kills in its current configuration is not navigable).

	Small to Moderate Impact	Potential Large Impacts	Can Impact Be Mitigated By Project Change	
<ul style="list-style-type: none"> Proposed Action may cause substantial erosion. Proposed Action is incompatible with existing drainage patterns. Proposed Action will allow development in a designated floodway. Other impacts: _____ 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No
IMPACT ON AIR				
7. Will proposed action affect air quality? <input checked="" type="checkbox"/> NO* <input type="checkbox"/> YES Examples that would apply to column 2				
<ul style="list-style-type: none"> Proposed Action will induce 1,000 or more vehicle trips in any given hour. Proposed Action will result in the incineration of more than 1 ton of refuse per hour. Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour. Proposed action will allow an increase in the amount of land committed to industrial use. Proposed action will allow an increase in the density of industrial development within existing industrial areas. Other impacts: _____ 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No
IMPACT ON PLANTS AND ANIMALS				
8. Will Proposed Action affect any threatened or endangered species? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES Examples that would apply to column 2				
<ul style="list-style-type: none"> Reduction of one or more species listed on the New York or Federal list, using the site, over or near site or found on the site. Removal or any portion of a critical or significant wildlife habitat. Application of pesticide or herbicide more than twice a year, other than for agricultural purposes. Other impacts: _____ 	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No <input type="checkbox"/> No
9. Will Proposed Action substantially affect non-threatened or non-endangered species? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES Examples that would apply to column 2				
<ul style="list-style-type: none"> Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species. Proposed Action requires the removal or more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation. 	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> Yes	<input type="checkbox"/> No <input type="checkbox"/> No
IMPACT ON AGRICULTURAL LAND RESOURCES				
10. Will the proposed Action affect agricultural land resources? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES Examples that would apply to column 2				
<ul style="list-style-type: none"> The proposed action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.) 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No

***See Attachment F.**

ATTACHMENT F

Air Quality

The 1994 Harlem River Yards Final Environmental Impact Statement (FEIS) examined air quality impacts at receptor locations adjacent to the site for a warehouse option and a wastepaper recycling option. The FEIS concluded that traffic generated by these options would not result in violations of National Ambient Air Quality Standards and, therefore, the project would not result in any significant air quality impacts. The Supplemental FEIS (SFEIS) prepared in 1996 concluded that the Bronx Community Paper Deinking Facility would have less traffic and, like the project analyzed in the 1994 FEIS, would not result in significant air quality impacts. Similarly, as shown in Table G-2, the revised project with the proposed New York Post printing facility would result in significantly less traffic (in both autos and trucks/buses) during the AM peak hour, PM peak hour, and on a daily basis, than either of the two options examined in the 1994 FEIS. Therefore, pollutant levels due to project-generated vehicular traffic at receptor locations adjacent to the Harlem River Yards site with the proposed New York Post project would also be less than those predicted to occur with either of the two options examined in the 1994 FEIS and would not result in significant impacts.

	Small to Moderate Impact	Potential Large Impacts	Can Impact Be Mitigated By Project Change	
<ul style="list-style-type: none"> Construction activity would excavate or compact the soil profile of agricultural land. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<ul style="list-style-type: none"> The proposed action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<ul style="list-style-type: none"> The proposed action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g., cause a farm field to drain poorly due to increased runoff). 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/>
<ul style="list-style-type: none"> Other impacts: _____ 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
IMPACT ON AESTHETIC RESOURCES				
11. Will proposed action affect aesthetic resources? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)				
Examples that would apply to column 2				
<ul style="list-style-type: none"> Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<ul style="list-style-type: none"> Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<ul style="list-style-type: none"> Project components that will result in the elimination or significant screening of scenic views known to be important to the area. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<ul style="list-style-type: none"> Other impacts: _____ 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES				
12. Will Proposed Action impact any site or structure of historic, pre-historic or paleontological importance? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES				
Examples that would apply to column 2				
<ul style="list-style-type: none"> Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of Historic Places. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<ul style="list-style-type: none"> Any impact to an archaeological site or fossil bed located within the project site. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<ul style="list-style-type: none"> Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<ul style="list-style-type: none"> Other impacts: _____ 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
IMPACT ON OPEN SPACE AND RECREATION				
13. Will Proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES				
Examples that would apply to column 2				
<ul style="list-style-type: none"> The permanent foreclosure of a future recreational opportunity. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<ul style="list-style-type: none"> A major reduction of an open space important to the community. 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<ul style="list-style-type: none"> Other impacts: _____ 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Small to Moderate Impact	Potential Large Impacts	Can Impact Be Mitigated By Project Change
<p align="center">IMPACT ON CRITICAL ENVIRONMENTAL AREAS</p> <p>14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6 NYCRR 617.14(g)? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>List the environmental characteristics that caused the designation of the CEA.</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Examples that would apply to column 2</p> <ul style="list-style-type: none"> Proposed Action to locate within the CEA? <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No Proposed Action will result in a reduction in the quantity of the resource? <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No Proposed Action will result in a reduction in the quality of the resource? <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No Proposed action will impact the use, function or enjoyment of the resource? <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No Other impacts: _____ <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No <p>_____</p>		
<p align="center">IMPACT ON TRANSPORTATION</p> <p>15. Will there be an effect to existing transportation systems? <input checked="" type="checkbox"/> NO* <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2</p> <ul style="list-style-type: none"> Alteration of present patterns of movement of people and/or goods. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No Proposed Action will result in major traffic problems. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No Other impacts. _____ <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No <p>_____</p>		
<p align="center">IMPACT ON ENERGY</p> <p>16. Will proposed action affect the community's sources of fuel or energy supply? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p> <p>Examples that would apply to column 2</p> <ul style="list-style-type: none"> Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No Other impacts: _____ <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Yes <input type="checkbox"/> No <p>_____</p>		

*See Attachment G.

ATTACHMENT G

Transportation

To evaluate any potential change in likely impacts from those disclosed in the previous review of development in the Harlem River Yards, traffic estimates for the New York Post Project were prepared and compared with those assumed in the traffic and transportation analyses presented in the FEIS and SFEIS for the Harlem River Yard and Bronx Community Paper projects. The estimates for the proposed project are conservative in that they assume all materials are moved in and out of the New York Post facility by truck. However, it is anticipated that some of the newsprint deliveries will occur by rail, which would result in lower peak hour and daily traffic estimates than those discussed below.

As reported in the 1993 FEIS, the Harlem River Yard Project analyzed two options: one included a wastepaper facility and the other included additional warehousing. In terms of the traffic estimates for the options, the Wastepaper Facility Option was estimated to generate 6,665 daily vehicle trips. The AM and PM peak hour analysis periods are the critical hours for assessing project impacts. The Wastepaper Facility Option was estimated to generate 619 auto trips and 125 truck trips, for a total of 744 vehicle trips during the AM peak hour, and 191 auto trips and 97 truck trips, for a total of 288 vehicle trips during the PM peak hour. For the Warehouse Option, the traffic generated by this component of the project (instead of the Wastepaper Facility, there would be a 280,000-square-foot high-cube warehouse and a 180,000-square-foot dry warehouse) would result in 7,541 daily trips. The generation for the peak hours would be 838 vehicle trips during the AM and 412 during the PM. This discrepancy between the AM peak and PM peak hour volumes was caused by the flower market, which does not operate during the afternoon.

In terms of travel routes to and from the site, the primary access route is the Major Deegan Expressway, which connects to the regional highway network via the Bruckner Expressway, the Triborough Bridge, and the New York State Thruway. Entrance/exit ramps serving the project site are located at 138th Street and the Hunts Point Market. Most Harlem River Yard traffic is expected to use the highway service road and enter/exit the project area via Saint Ann's Avenue, with New York Post vehicles then traveling along 132nd Street to the site driveway. Secondary routes to and from the area are along Third Avenue, Willis Avenue, and 138th Street.

Based on studies prepared for BCPC, the facility presented in the SFEIS would generate approximately 468 daily vehicle trips. In terms of peak hour traffic, there would be 58 auto trips and 22 truck trips during the AM peak hour, for a total of 80 vehicle trips. During the PM peak hour, there would be approximately 57 auto trips, and again 22 trucks, for a total of 79 vehicle trips. When compared with the options analyzed in the FEIS, BCPC would result in substantially less traffic than either the Warehouse Option or the Wastepaper Facility Option both on a daily and peak hour basis.

Traffic estimates were prepared for the New York Post Facility, and in combination with the estimates prepared for Bronx Community Paper, represent the overall traffic estimates associated with the revised project with the addition of the New York Post printing facility. According to their operating department, the New York Post facility will generate approximately 718 daily vehicle trips. In terms of peak hour traffic, there would be 24 auto trips and 20 truck trips during the AM peak hour, for a total of 44 vehicle trips. During the PM peak hour, there would be approximately 14 auto trips, with no truck traffic during that time. Table G-1 presents the hourly traffic associated with New York Post operations. In addition to the incremental trips associated with the project, there would be a reduction in area traffic due to the relocation of the MTA bus depot. During the AM and PM peak hours, there are approximately 84 and 23 bus movements (plus auto trips associated with employee traffic); total daily bus traffic includes approximately 885 vehicle trips.

Table G-2 shows overall traffic estimates for the revised Harlem River Yard project accounting for the increases associated with the New York Post, and compares these volumes with those considered in the FEIS and SFEIS. Daily traffic for the revised project would be 4,588 vehicle trips less than the Wastepaper Facility Option assessed in the FEIS. During both the AM and PM peak hours, there would be fewer truck and auto trips than the Wastepaper Facility Option in the FEIS. Compared with the Warehouse Option, there would be 5,464 fewer trips with the revised project. During the peak hours, there would be 604 and 165 fewer trips, with a reduction both for autos and trucks. There would also be a reduction compared with the BCPC project. There would be 167 fewer daily vehicle trips, with a reduction of 40 vehicle trips during the AM peak hour and 9 vehicle trips during the PM peak hour.

As explained above, the FEIS assessment included a warehouse option and a wastepaper recycling option. Because the warehouse option generated greater levels of traffic, it was conservatively accounted for in the quantified traffic impact assessment. With the change in the paper facility option reflected in the BCPC project, the warehouse option continued to generate higher levels of traffic and represented a worst-case scenario. The same is true for the changes associated with the New York Post modifications, which would represent less traffic than both the options analyzed in the FEIS and the revised project considered in the BCPC SFEIS. The changes in project-generated traffic discussed above would not substantially alter any of the analyses presented in the FEIS or the findings presented in the assessment of project impacts, and would not result in the need for mitigation beyond that identified in the previous review.

No impacts were identified in the FEIS for service levels related to pedestrian conditions or public transportation. That finding is not affected by the changes associated with the New York Post application.

Therefore, in terms of transportation, the proposed project would have less traffic and smaller impacts than the warehouse option project analyzed and found to be acceptable in the FEIS; similarly, it would have less traffic and smaller impacts than the project analyzed for Bronx Community Paper in the SFEIS.

Table G-1
New York Post Printing Plant
Estimated Traffic Volumes

Time	New York Post Printing Plant										MTA Depot (to be removed)	
	Arrivals					Departures					Arrivals	Departures
	Cars	Vans	Trucks	Trailers	Cars	Vans	Trucks	Trailers	Buses	Buses	Buses	Buses
Midnight-1:00 AM	29	0	0	0	9	0	20	0	29	10		
1:00-2:00 AM	0	0	0	0	0	0	0	0	25	0		
2:00-3:00 AM	0	0	0	0	14	0	0	8	0	0		
3:00-4:00 AM	46	15	51	0	56	0	51	0	0	2		
4:00-5:00 AM	0	0	15	0	85	0	0	0	0	24		
5:00-6:00 AM	0	0	0	0	5	0	0	0	2	48		
6:00-7:00 AM	4	0	20	0	20	0	0	0	1	83		
7:00-8:00 AM	9	0	0	1	0	0	0	0	0	29		
8:00-9:00 AM	12	0	0	0	16	5	0	0	17	1		
9:00-10:00 AM	4	0	0	0	0	5	0	1	35	2		
10:00-11:00 AM	0	0	0	0	4	5	0	0	12	5		
11:00-Noon	0	0	0	0	2	0	0	0	5	8		
Noon-1:00 PM	7	0	0	0	0	0	0	0	6	7		
1:00-2:00 PM	11	0	0	0	0	0	0	0	5	18		
2:00-3:00 PM	0	0	0	0	4	0	0	0	3	23		
3:00-4:00 PM	3	0	0	0	8	0	0	0	7	10		
4:00-5:00 PM	6	0	0	0	8	0	0	0	17	6		
5:00-6:00 PM	6	0	0	0	4	0	0	0	15	3		
6:00-7:00 PM	10	0	0	0	0	0	0	0	30	3		
7:00-8:00 PM	0	0	0	4	0	0	0	0	34	3		
8:00-9:00 PM	18	0	0	4	0	0	0	0	15	5		
9:00-10:00 PM	72	0	0	0	5	0	15	0	13	1		
10:00-11:00 PM	12	0	0	0	0	0	0	0	14	1		
11:00-Midnight	0	0	0	0	9	0	0	0	10	3		
Daily Total	249	15	86	9	249	15	86	9	295	295		

Table C
New York Post - Harlem River Yard Project
Comparison of Vehicular Traffic Estimates

	Projects Analyzed in Harlem River Yard FEIS											
	Wastepaper Facility Option			Other Facilities [^]			TOTAL			Warehouse Option		
	Peak Hour		Daily*	Peak Hour		Daily	Peak Hour		Daily	Peak Hour		Daily
	AM	PM		AM	PM		AM	PM		AM	PM	
Autos**	523	95	4299	96	96	381	619	191	4680	611	183	4356
Trucks/Buses	27	16	590	98	81	1395	125	97	1985	33	52	1409
Total Vehicle Trips	550	111	4889	194	177	1776	744	288	6665	644	235	5765

	Revised Project with Bronx Community Paper Company					
	Bronx Community Paper Company			Other Facilities [^]		
	Peak Hour		Daily	Peak Hour		Daily
	AM	PM		AM	PM	
Autos	58	57	168	96	96	381
Trucks/Buses	22	22	300	98	81	1395
Total Vehicle Trips	80	79	468	194	177	1776

	Revised Project with New York Post Printing Plant											
	TOTAL			New York Post Printing Plant			MTA Walnut Depot (to be removed)			Total Traffic		
	Peak Hour		Daily	Peak Hour		Daily	Peak Hour		Daily	Peak Hour		Daily
	AM	PM		AM	PM		AM	PM		AM	PM	
Autos	154	153	549	24	14	528	n/a	n/a	295	178	167	782
Trucks/Buses	120	103	1695	20	0	190	84	23	590	56	80	1295
Total Vehicle Trips	274	256	2244	44	14	718	84	23	885	234	247	2077

Notes:

* Includes Flower Mart peak generation of 2,022 vehicle trips (approximately 8 percent trucks) that occur during the 5:30-6:30 AM time period.

** Includes vans from Flower Mart operation for HRY FEIS options.

^ Other Facilities include 3000 TPD Transfer Station, Warehouse (100,000sf), Intermodal Terminal, Security & Maintenance, and Team Track uses analyzed in HRY FEIS.

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action? ☒ NO* ☐ YES

Examples that would apply to column 2

- Blasting within 1,500 feet of a hospital, school or other sensitive facility.
- Odors will occur routinely (more than one hour per day).
- Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.
- Proposed Action will remove natural barriers that would act as a noise screen.
- Other impacts: _____

Small to Moderate Impact	Potential Large Impacts	Can Impact Be Mitigated By Project Change
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety? ☒ NO** ☐ YES

Examples that would apply to column 2

- Proposed Action may cause a risk of explosion or release of hazardous substances (i.e., oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.
- Proposed Action may result in the burial of "hazardous wastes" in any form (i.e., toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)
- Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids.
- Proposed action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.
- Other impacts: _____

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will proposed action affect the character of the existing community? ☒ NO ☐ YES

Examples that would apply to column 2

- The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.
- The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.
- Proposed action will conflict with officially adopted plans or goals.
- Proposed action will cause a change in the density of land use.
- Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.
- Development will create a demand for additional community services (e.g., schools, police and fire, etc.)
- Proposed Action will set an important precedent for future projects.
- Proposed Action will create or eliminate employment.
- Other impacts: _____

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

20. Is there, or is there likely to be, public controversy related to potential adverse environmental impacts?

☒ No ☐ Yes

If any action in Part 2 is identified as a potential large impact or if you cannot determine the magnitude of impact, proceed to Part 3.

*See Attachment H.

**See Attachment I.

ATTACHMENT H

Noise

The 1994 Harlem River Yards Final Environmental Impact Statement (FEIS) examined noise impacts at receptor locations adjacent to the site for a warehouse option and a wastepaper recycling option. The Supplemental FEIS (SFEIS) prepared in 1996 concluded that the revised proposed project with the Bronx Community Paper Deinking Facility would have less traffic and, like the project analyzed in the 1994 FEIS, would result in significant noise impacts. As shown in Table G-2, the revised project with the proposed New York Post printing facility would result in significantly less traffic (in both autos and trucks/buses) during the AM peak hour, PM peak hour, and on a daily basis, than either of the two options examined in the 1994 FEIS. Therefore, the contribution to the cumulative noise impacts from vehicular traffic at receptor locations adjacent to the Harlem River Yards site with the proposed New York Post project would be less than those predicted to occur with either of the two options examined in the 1994 FEIS and in the 1996 SFEIS.

ATTACHMENT I

Public Health

INTRODUCTION

The potential for public health impacts from the proposed New York Post printing facility include contaminated materials on site and process chemicals that would be used during the newspaper printing operations. As described below, there would be no public health risks as a result of the proposed project.

CONTAMINATED MATERIALS

Two separate investigations for contaminated materials were undertaken for the properties where the New York Post would relocate, and both were overseen by New York State Department of Environmental Conservation (NYSDEC). The property currently located in the Harlem River Yard (HRY) was assessed during the environmental review for the land use plan and lease to Harlem River Yard Ventures. The Metropolitan Tran

sportation Authority (MTA) property was assessed because of leaking petroleum tanks and later closure of those tanks. In both cases, some contamination was found—petroleum products and metals in the HRY and petroleum products on the MTA property—and the contamination is being remediated under plans approved by NYSDEC.

The HRY had been used as a rail depot since the early 1900's. An environmental review under the State Environmental Quality Review Act (SEQR) was required so that the site owner, New York State Department of Transportation (NYSDOT) could enter into a long-term lease for the site and develop a land use plan for that long-term lease. The environmental review was conducted by TAMS Consultants who assessed the potential for contaminated materials in several phases. The first phase was a site history and analysis of prior uses. Based on these uses, a site investigation of borings, monitoring wells and test pits was undertaken. This investigation was submitted to and approved by NYSDEC. Using the results of the first investigation, a second remedial investigation was done to better define the type and extent of the contamination. On the portion of HRY where the proposed New York Post facility would be located, two borings and monitoring wells were drilled, sampled, and tested. In this area, the only contamination found was slightly elevated levels of metals and polycyclic aromatic hydrocarbons (PAH). These materials are commonly found in old industrial sites and are caused by emissions from boilers and engines. The railroad use of the site is the likely source of these materials. They are very immobile and are not soluble in water. The major concern is transportation of these materials by wind as fugitive dust. To prevent this transportation, the site will be covered by clean top soil or impermeable surfaces so that the metals and PAH are not able to be transported. In addition, employees and workers on the site would not come into contact with the existing soils. This plan has been reviewed and approved by NYSDEC, and would be implemented prior to the New York Post taking over the site.

On the MTA property, four petroleum product tanks failed tightness tests, required by NYSDEC, in 1992. URS (now URS Greiner), under contract to MTA, performed a remedial investigation after it was approved by NYSDEC. The remedial investigation was conducted in phases, and overall consisted of 16 borings and monitoring wells. Petroleum products were found floating on top of the groundwater. The plume of petroleum product was delineated and found to have remained on site. The volume of the plume was estimated between 9,900 and 19,800 gallons.

In 1996, piping and three additional petroleum tanks failed tightness tests. Six additional monitoring wells were installed to further delineate the plume, and estimate its volume. Based on the remedial

investigations, URS Greiner designed a product recovery system. This system was approved by NYSDEC and was subsequently installed and operated. In addition, the petroleum tanks have been permanently closed by removing all product, cleaning the tank, and then filling it with concrete. All piping was also removed. The system is currently operating and successfully removing product with monthly reports submitted to NYSDEC. An upgrade to the product recovery system may be installed to remove the product more quickly. This is under review by NYSDEC. Some petroleum contaminated soils in the vicinity of the tanks will have to be removed in the future so that the site is completely remediated.

The site investigations have identified any contamination on the two parcels. Remedial measures, approved by NYSDEC, have been implemented. Therefore, no significant impact caused by contaminated materials is expected on the site of the proposed New York Post facility.

PROCESS CHEMICALS

Newspaper printing involves the use of several types of common chemicals, most of which are not hazardous if properly used. The largest volume of chemicals are the inks used in printing. Photographic and lithographic developers and fixers are applied to the printing plates and cleaners and solvents are used to prepare and keep the machinery clean. Finally, lubricants are used in the operation of the printing presses. All of these chemicals are commonly used, including in everyday household activities, and with proper precautions are not dangerous. None of the chemicals are explosive or particularly flammable.

The New York Post would use about 5,000 gallons of ink per week to print the newspapers. The inks used today do not contain metals as dyes or volatile organic compounds as the carriers. The inks are mostly soy bean-based and do not contain hazardous materials, require any special precautions or equipment to use or handle, and are not flammable. The carriers are not volatile and do not give off emissions.

The photographic and lithographic materials are widely used. The developers contain various potassium compounds that react with the silver nitrates on films, creating photographic images. This reaction is slow and does not generate noticeable heat. The fixers are mostly acetic acid (vinegar) and are used to stop and stabilize the developing of the images. None of these chemicals are hazardous or particularly dangerous. The only special precautions necessary are gloves to prevent prolonged contact with the skin and eyewear to protect from splashing or spills. The cleaners and lubricants are typical of any industrial operation and are also not hazardous when used properly.

Based on review of the Material Safety Data Sheets (MSDS) of typical offset printing chemicals, no hazardous or explosive materials are expected to be used by the New York Post, and no adverse impact is expected from the chemicals that would be used.

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is important.

To answer the question of importance, consider:

- The probability of the impact occurring
- The duration of the impact
- Its irreversibility, including permanently lost resources of value
- Whether the impact can or will be controlled
- The regional consequences of the impact
- Its potential divergence from local needs and goals
- Whether known objections to the project relate to this impact.

(Continue on attachments)