



DEPARTMENT OF CITY PLANNING  
CITY OF NEW YORK

OFFICE OF THE CHAIR

June 18, 2007

**REVISED NEGATIVE DECLARATION**  
Supercedes Negative Declaration issued on April 23, 2007

**Project Identification**

CEQR No. 07DCP066K  
ULURP Nos. 070430 ZMK & 070431 ZRY  
SEQRA Classification: Type I

**Lead Agency**

City Planning Commission  
22 Reade Street  
New York, NY 10007  
Contact: Robert Dobruskin

**Name, Description, and Location of Proposal:**

**Fort Greene / Clinton Hill Rezoning and Text Amendment**

The Department of City Planning (DCP) is proposing zoning map changes and a zoning text amendment for ninety-nine blocks located within the Fort Greene and Clinton Hill area of Community District 2, Brooklyn. The rezoning area is generally bounded by Park Avenue on the north, Classon Avenue to the east, Atlantic Avenue on the south and Ashland Place, Fort Greene Park and Carlton Avenue on the west.

The amendments to the Zoning Map are as follows:

- A change from an R6 district to an R5B district;
- A change from an R6 district to an R6A district;
- A change from an R6 district to an R6B district;
- A change from an R6 district to an R7A district;
- A change from an R7-2 district to an R7-2 district;
- A change from an M1-1 district to an R6A district;
- A change from an M1-1 district to an R7A district.
- A change from C1-3 commercial overlays to C2-4 commercial overlays and a reduction in depth from 150 feet to 100 feet;
- A change from C2-3 commercial overlays to C2-4 commercial overlays and a reduction in depth from 150 feet to 100 feet and
- Two new C2-4 commercial overlays would be mapped around Myrtle Avenue and Emerson Place; one C2-4 district would be added around Lafayette Avenue and South Elliot Place; four C2-4 overlays would be added along Fulton and along Atlantic Avenue
- Three C1-3 commercial overlays would be removed along Fulton Street and Adelphi Street.

Additionally, the DCP is proposing a zoning text amendment, pursuant to Zoning Resolution Section 23-922, which would allow the use of an Inclusionary Housing bonus to be made applicable in all proposed R7A zoning districts along Myrtle Avenue, Fulton Street and Atlantic Avenue within the Fort Greene and Clinton Hill neighborhoods.

The proposed action would result in a net increase of 546 residential units, 259 of which would be affordable. The proposed action would also result in an increase of 35,278 square feet of commercial space and a decrease of 166,781 square feet of community facility space. A total of 29 projected development sites and 28 potential development sites have been identified in the area.

To avoid the potential for impacts related to hazardous materials, air quality and noise, the proposed rezoning includes (E) designations. This Negative Declaration corrects an error in the Negative Declaration dated April 23, 2007, which inadvertently placed an (E) designation on Block 1991, Lots 2 and 3, which are city-owned.

The (E) designations for hazardous materials would be placed on all of the development sites. These sites are comprised of the following parcels:

Block 1890, Lots 85, 86, 87 & 89

Block 1892, Lots 70, 71, 74 & 75

Block 1893, Lots 10, 11, 13, 14, 15, 37, 38, 39,  
40, 41, 42, 43, 47 & 49

Block 1894, Lots 54 & 55

Block 1895, Lot 61, 69, 70, 71 & 72

Block 1905, Lot 19, 30, 40 & 120

Block 1909, Lots 23, 25, 26 & 27

Block 1981, Lot 1

Block 1991, Lots 1, 4, 5, 6, 7, 16, 19 & 106

Block 1992, Lots 5, 6, 7, 8, 9, 12, 13, 15, 16, 20, 21, 24, 26, 28, 29 & 30

Block 2010, Lot 1, 18, 19, 20, 25 & 59

Block 2011, Lot 1, 30

Block 2012, Lots 1, 10, 27, 32, 65, 67, 69, 61, 62, 63, 70 & 71

Block 2018, Lots 1, 2, 3, 4, 5, 6, 46, 54, 55, 56, 57, 59, 60, 61, 62, 63, 64, 67, 101  
& 166

Block 2019, Lot 1, 51, 55, 60, 63, 75 & 80

Block 2046, Lot 84

Block 2073, Lots 21 & 22

Block 2075, Lots 27 & 28

Block 2113, Lots 22 & 31

On the sites receiving (E) designation for hazardous materials, the contamination can be classified as petroleum based, non-petroleum based or both. The NYCDEP has developed protocols for both petroleum and non-petroleum based, or both. The NYCDEP has developed protocols for both petroleum and non-petroleum based (E) designated sites that are required to be followed in order to address possible contamination. The placement of the (E) designation on the zoning map would eliminate the potential for significant adverse impacts from hazardous materials and would ensure that appropriate testing and remediation, if needed, would be undertaken. The text of the (E) designation is as follows:

### **Task 1-Sampling Protocol**

#### **A. Petroleum**

**A soil, soil gas, and groundwater testing protocol (including a description of methods), and a site map with all sampling location represented clearly and precisely, must be submitted to the NYCDEP by the fee owner(s) of the lot which is restricted by this (E) designation, for review and approval.**

**A site map with the sampling locations clearly identified and a testing protocol with a description of methods, for soil, soil gas, and groundwater, must be submitted by the fee owner(s), of the lot which is restricted by the (E) designation, to the NYCDEP for review and approval.**

#### **B. Non-Petroleum**

**The fee owner(s) of the lot restricted by this (E) designation will be required to prepare a scope of work for any sampling and testing needed to determine if contamination exists and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to NYCDEP for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis. For all non-petroleum (E) designated sites, the three generic NYCDEP soil and ground-water sampling protocols should be followed.**

**A scope of work for any sampling and testing to be completed, which will determine the extent of on-site contamination and the required remediation, must be prepared**

by the fee owner(s) of the lot restricted by this (E) designation. The scope of work will include the following: site plans, sampling locations, and all other relevant supporting documentation. The scope of work must be submitted to the NYCDEP for review and confirmation that an adequate testing protocol ( i.e., number of samples collected, appropriate parameters for laboratory analysis) has been prepared. The NYCDEP must approve the scope of work before it can be implemented.

For non-petroleum (E) designated sites, one of the three generic soil and groundwater sampling protocols prepared by the NYCDEP should be followed.

The protocols are based on three types of releases to soil and groundwater sampling protocols prepared by the NYCDEP should be followed.

The protocols are based on three types of releases to soil and groundwater, including: the release of a solid hazardous material to ground surface; the release of a liquid hazardous material to the ground surface; and the release of a hazardous material to the subsurface (i.e., storage tank or piping). The type of release defines the areas of soil to be sampled from surface, near-surface, to subsurface. Additionally, it determines the need for groundwater sampling.

A written approval of the sampling protocol must be received from the NYCDEP before commencement of sampling activities. Sample site quantity and location should be determined so as to adequately characterize the site, the source of contamination, and the condition of the remainder of the site. After review of the sampling data, the characterization should have been complete enough to adequately determine what remediation strategy (if any) is necessary. Upon request, NYCDEP will provide guidelines and criteria for choosing sampling sites and performing sampling.

Finally, a Health and Safety Plan must be devised and approved by the NYCDEP before the commencement on any on-site activities.

#### **Task 2-Remediation Determination and Protocol**

After sample collection and laboratory analysis have been completed on the soil and/or groundwater samples collected in Task 1, a summary of the data and findings in the form of a written report must be presented to the NYCDEP for review and approval. The NYCDEP will provide a determination as to whether remediation is necessary.

If it is determined that no remediation activities are necessary, a written notice will be released to that effect. However, if it is the NYCDEP's determination that remediation is necessary the fee owner(s) of the lot restricted by the (E) designation must submit a proposed remediation plan to the NYCDEP for review and approval. Once approval has been obtain, and the work completed, the fee owner(s) of the lot

**restricted by the (E) designation must provide proof to the NYCDEP that the work has been completed satisfactorily.**

With the placement of the (E) designations on the above block and lots, no impacts related to hazardous materials are anticipated.

To avoid any potential impacts associated with noise, the proposed action would place an (E) designation for noise on the following projected development sites:

- Block 1893, Lots 10, 11, 13, 14, 15, 37, 38, 39, 40, 41, 42, 43, 47, 49,
- Block 1978, Lot 1
- Block 1980, Lot 64, 66 & 67
- Block 1981, Lot 1
- Block 1889, Lot 94
- Block 1991, Lots 1, 4, 5, 6, 7, 16, 19 & 106
- Block 1992, Lots 5, 6, 7, 8, 9, 12, 13, 15, 16, 26, 28, 29 & 30
- Block 2010, Lot 25
- Block 2011, Lot 30
- Block 2012, Lot 10 & 32
- Block 2044, Lots 89 & 90
- Block 2115, Lot 8 & 10
- Block 2116, Lots 6, 7 & 8
- Block 2117, Lots 43, 44 & 67
- Block 2012, Lot 27
- Block 2014, Lots 30, 31 & 32
- Block 2046, Lot 84
- Block 2073, Lots 21 & 22
- Block 2075, Lots 27 & 28
- Block 2113, Lots 22 & 31

The text of the (E) designation for noise for the above properties is as follows:

**In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 30 dB(A) window/wall attenuation in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.**

To avoid any potential impacts associated with noise, the proposed action would place an (E) designation for noise on the following properties:

- Block 1890, Lots 85, 86, 87 & 89
- Block 1905, Lot 19, 30, 40 & 120
- Block 1909, Lot 23, 25, 26, 27
- Block 1892, Lots 70, 71, 74, 75
- Block 1893, Lots 54, 57, 58, 59, 60
- Block 1894, Lots 54 & 55
- Block 1895, Lots 61, 69, 70, 71 & 72
- Block 2003, Lots 30, 31 & 32
- Block 2010, Lots 1 & 59
- Block 2011, Lot 1
- Block 2012, Lots 1, 62, 63, 65, 67, 69, 70 & 71
- Block 2117, Lots 43, 44 & 45
- Block 2018, Lots 1, 2, 3, 4, 5, 6, 46, 54, 55, 56, 57, 59, 60, 61, 62, 63, 64, 67, 101 & 166
- Block 2019, Lots 1, 51, 55, 60, 63, 75 & 80

**In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 35 dB(A) window/wall attenuation in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.**

With the placement of the (E) designations for noise on the above block and lots, no impacts related to noise are expected.

**Statement of No Significant Effect:**

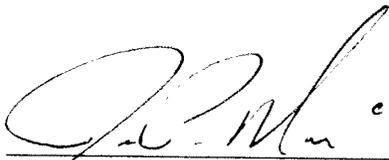
The Environmental Assessment and Review Division of the Department of City Planning, on behalf of the City Planning Commission, has completed its technical review of the Environmental Assessment Statement, dated April 20, 2007, prepared in connection with the ULURP Applications (ULURP Nos. 070430 ZMK & N070431 ZRY). The City Planning Commission has determined that the proposed action will have no significant effect on the quality of the environment.

**Supporting Statement:**

The above determination is based on an environmental assessment which finds that:

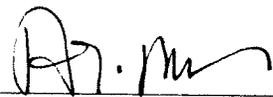
1. The original Negative Declaration issued on April 23, 2007 included an (E) designation that was placed on Block 1991, Lots 2 and 3 in error, as noted in the memo to the CEQR file, dated June 15, 2007. This revised Negative Declaration eliminates the (E) designation that was inadvertently placed on Block 1991, Lots 2 and 3, which are owned by the City;
2. No significant effects on the environment which would require an Environmental Impact Statement are foreseeable; and
3. This revised Negative Declaration has been prepared in accordance with Article 8 of the Environmental Conservation Law 6NYCRR part 617.

Should you have any questions pertaining to this revised Negative Declaration, you may contact Jessica Neilan, at (212) 720-3425.



James Merani, Deputy Director  
Environmental Assessment & Review Division  
Department of City Planning

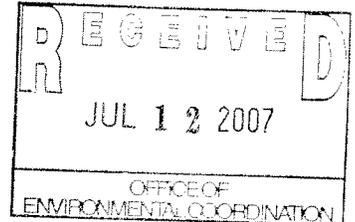
Date: 6/15/07



Amanda M. Burden, AICP, Chair  
City Planning Commission

Date: 6/15/07

**FORT GREENE / CLINTON HILL  
REZONING &  
TEXT AMENDMENT**



**ENVIRONMENTAL ASSESSMENT STATEMENT  
CEQR NO. 07DCP066K  
ULURP NO.s 070430 ZMK & N070431 ZRY**

*Lead Agency*  
**City of New York  
City Planning Commission  
Amanda Burden, Chair**

*Lead Agency Contacts*  
**Robert Dobruskin, Director  
James P. Merani, R.A., Deputy Director  
Environmental Assessment and Review Division  
New York City Department of City Planning**

*Prepared By*  
**New York City Department of City Planning  
AKRF**

**April 20, 2007**



**City Environmental Quality Review  
ENVIRONMENTAL ASSESSMENT STATEMENT  
PART I, GENERAL INFORMATION**

**Reference Numbers**

1. 07DCP066K  
CEQR REFERENCE NUMBER (TO BE ASSIGNED BY LEAD AGENCY)  
070430 ZMK, 070431 ZRY  
ULURP REFERENCE NO. IF APPLICABLE

BSA REFERENCE NO. IF APPLICABLE

OTHER REFERENCE NO(S) IF APPLICABLE  
(e.g. Legislative Intro, CAPA, etc)

**Lead Agency & Applicant Information**  
PROVIDE APPLICABLE INFORMATION

2a. **Lead Agency**  
NYC Department of City Planning  
NAME OF LEAD AGENCY  
Robert Dobruskin  
NAME OF LEAD AGENCY CONTACT PERSON  
22 Reade Street 4E  
ADDRESS  
New York NY 10007  
CITY STATE ZIP  
212-720-3423 212-720-3495  
TELEPHONE FAX  
r\_dobruskin@planning.nyc.gov  
EMAIL ADDRESS

2b. **Applicant Information**  
NYC Department of City Planning  
NAME OF APPLICANT  
Sarah J. Goldwyn  
NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON  
DCP Brooklyn Office, 16 Court Street, 7<sup>th</sup> Floor  
ADDRESS  
Brooklyn NY 11201  
CITY STATE ZIP  
(718) 643-7550 (718) 596-2609  
TELEPHONE FAX  
S\_goldwy@planning.nyc.gov  
EMAIL ADDRESS

**Action Description**  
SEE CEQR MANUAL SECTIONS 2A & 2B

3a. NAME OF PROPOSAL Ft. Greene/Clinton Hill Rezoning

3b. DESCRIBE THE ACTION(S) AND APPROVAL(S) BEING SOUGHT FROM OR UNDERTAKEN BY CITY (AND IF APPLICABLE, STATE AND FEDERAL AGENCIES) AND, BRIEFLY, DESCRIBE THE DEVELOPMENT OR PROJECT THAT WOULD RESULT FROM THE PROPOSED ACTION(S) AND APPROVAL(S):  
The Department of City Planning proposes zoning map changes for all or portions of 99 blocks in the Ft. Greene/Clinton Hill neighborhoods, located in Community District 2, Brooklyn. The proposed rezoning would change existing R6 districts to contextual R5B, R6A, R6B and R7A districts; R7-2 to a contextual R6B district; and along Atlantic Avenue, M1-1 districts to contextual R6A and R7A districts. The proposed rezoning would change existing commercial overlays from C1-3 and C2-3 to C2-4, and reduce the overlay distance from 150 feet to 100 feet. Two C2-4 districts would be added around Myrtle Avenue and Emerson Place; one C2-4 districts would be added around Lafayette Avenue and S. Elliott Place; four C2-4 districts would be added along Fulton and along Atlantic Avenue. Three C1-3 commercial overlays will be removed along Fulton Street and Adelphi Street. Additionally, the DCP is proposing a zoning text amendment, pursuant to Zoning Resolution Section 23-922, which would allow the use of an Inclusionary Housing bonus to be made applicable in all proposed R7A zoning districts along Myrtle Avenue, Fulton Street and Atlantic Avenue within the Fort Greene and Clinton Hill neighborhoods.

3c. DESCRIBE THE PURPOSE OF AND NEED FOR THE ACTION(S) AND APPROVAL(S):  
The goal of the proposed rezoning is to preserve the neighborhoods' predominantly low-rise brownstone character and protect against out of scale development. See Attachment 1 for details.

**Required Action or Approvals**

4. CITY PLANNING COMMISSION  Yes  No  
 Change in City Map  Zoning Certification  Site Selection - Public Facility  
 Zoning Map Amendment  Zoning Authorization  Disposition - Real Property  Franchise  
 Zoning Text Amendment  Housing Plan & Project  UDAAP  Revocable Consent  Concession  
 Charter 197-a Plan  
 Zoning Special Permit, specify type: \_\_\_\_\_  
 Modification of \_\_\_\_\_  
 Renewal of \_\_\_\_\_  
 Other \_\_\_\_\_

5. UNIFORM LAND USE PROCEDURE (ULURP)  Yes  No
6. BOARD OF STANDARDS AND APPEALS  Yes  No  
 Special Permit  New  Renewal  Expiration Date  
 Variance  Use  Bulk \_\_\_\_\_  
 Specify affected section(s) of Zoning Resolution
7. DEPARTMENT OF ENVIRONMENTAL PROTECTION  Yes  No  
 Title V Facility  Power Generation Facility  Medical Waste Treatment Facility
8. OTHER CITY APPROVALS  Yes  No  
 Legislation  Rulemaking; specify agency:  
 Construction of Public Facilities  Funding of Construction, Specify  Funding of Programs, Specify  
 Policy or plan  Permits, Specify:  
 Other; explain: \_\_\_\_\_

PLEASE NOTE THAT  
 MANY ACTIONS ARE  
 NOT SUBJECT TO  
 CEQR. SEE SECTION 110  
 OF TECHNICAL  
 MANUAL

9. STATE ACTIONS/APPROVALS/FUNDING  Yes  No  
 If "Yes," identify \_\_\_\_\_
10. FEDERAL ACTIONS/APPROVALS/FUNDING  Yes  No  
 If "Yes," identify \_\_\_\_\_

**Action Type**

- 11a. Unlisted; or  Type I; specify category (see 6 NYCRR 617.4 and NYC Executive Order 91 OF 1977, as amended):  
 617.4(b)(2)
- 11b.  Localized action, site specific  Localized action, change in regulatory control for small area  Generic action

**Analysis Year**

12. Identify the analysis year (or build year) for the proposed action: 2017  
 Would the proposal be implemented in a single phase?  Yes  No  NA.  
 Anticipated period of construction: N/A  
 Anticipated completion date: N/A  
 Would the proposal be implemented in multiple phases?  Yes  No  NA.  
 Number of phases: \_\_\_\_\_  
 Describe phases and construction schedule: \_\_\_\_\_

**Directly Affected Area**

INDICATE LOCATION OF  
 PROJECT SITE FOR  
 ACTIONS INVOLVING A  
 SINGLE SITE ONLY  
 (PROVIDE  
 ATTACHMENTS AS  
 NECESSARY FOR  
 MULTIPLE SITES)

- 13a. LOCATION OF PROJECT SITE  
**See Figure I, Locator Map**

STREET ADDRESS  
**See Attachment I, Project Description**

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS  
**R6, R7-1, R7-2, M1-1, C1-3, C1-5, C2-3, C2-4**

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY <b>See Attachment A</b>	BOROUGH <b>Brooklyn</b>	ZONING SECTIONAL MAP NO. <b>2</b>
TAX BLOCK AND LOT NUMBERS	BOROUGH	COMMUNITY DISTRICT NO.

- 13b. PHYSICAL DIMENSIONS AND SCALE OF PROJECT **See Attachment I**
- TOTAL CONTIGUOUS SQUARE FEET OWNED OR CONTROLLED BY PROJECT SPONSOR: \_\_\_\_\_ SQ. FT.
- PROJECT SQUARE FEET TO BE DEVELOPED: \_\_\_\_\_ SQ. FT.
- GROSS FLOOR AREA OF PROJECT: \_\_\_\_\_ SQ. FT.
- IF THE ACTION IS AN EXPANSION, INDICATE PERCENT OF EXPANSION PROPOSED \_\_\_\_\_ % OF \_\_\_\_\_
- DIMENSIONS (IN FEET) OF LARGEST PROPOSED STRUCTURE: \_\_\_\_\_ HEIGHT \_\_\_\_\_ WIDTH \_\_\_\_\_ LENGTH.
- LINEAR FEET OF FRONTAGE ALONG A PUBLIC THOROUGHFARE: \_\_\_\_\_

- 13c. IF THE ACTION WOULD APPLY TO THE ENTIRE CITY OR TO AREAS THAT ARE SO EXTENSIVE THAT A SITE-SPECIFIC DESCRIPTION IS NOT APPROPRIATE OR PRACTICABLE, DESCRIBE THE AREA LIKELY TO BE AFFECTED BY THE ACTION:  
**See Attachment I**

- 13d. DOES THE PROPOSED ACTION INVOLVE CHANGES IN REGULATORY CONTROLS THAT WOULD AFFECT ONE OR MORE SITES NOT ASSOCIATED WITH A SPECIFIC DEVELOPMENT?  Yes  No  
 IF 'YES', IDENTIFY THE LOCATION OF THE SITES PROVIDING THE INFORMATION REQUESTED IN 13a & 13b ABOVE.

# PART II, SITE AND ACTION DESCRIPTION

## Site Description

EXCEPT WHERE OTHERWISE INDICATED, ANSWER THE FOLLOWING QUESTIONS WITH REGARD TO THE DIRECTLY AFFECTED AREA. THE DIRECTLY AFFECTED AREA CONSISTS OF THE PROJECT SITE AND THE AREA SUBJECT TO ANY CHANGE IN REGULATORY CONTROLS.

### See Attachment I

1. **GRAPHICS** Please attach: (1) a Sanborn or other land use map; (2) a zoning map; and (3) a tax map. On each map, clearly show the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. The maps should not exceed 8½ x 14 inches in size.

2. **PHYSICAL SETTING** (both developed and undeveloped areas)

Total directly affected area (sq. ft.): \_\_\_\_\_ Water surface area (sq. ft.): \_\_\_\_\_  
Roads, building and other paved surfaces (sq. ft.): \_\_\_\_\_ Other, describe (sq. ft.): \_\_\_\_\_

3. **PRESENT LAND USE**

Residential

Total no. of dwelling units \_\_\_\_\_ No. of low-to-moderate income units \_\_\_\_\_  
No. of stories \_\_\_\_\_ Gross floor area (sq. ft.) \_\_\_\_\_  
Describe type of residential structures: \_\_\_\_\_

Commercial

Retail: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
Office: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
Other: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
Specify type(s): \_\_\_\_\_ No. of stories and height of each building: \_\_\_\_\_

Manufacturing/Industrial

No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
No. of stories and height of each building: \_\_\_\_\_  
Type of use(s): \_\_\_\_\_ Open storage area (sq. ft.) \_\_\_\_\_  
If any unenclosed activities, specify: \_\_\_\_\_

Community facility

Type of community facility: \_\_\_\_\_  
No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
No. of stories and height of each building: \_\_\_\_\_

Vacant land

Is there any vacant land in the directly affected area?  Yes  No  
If yes, describe briefly: \_\_\_\_\_

Publicly accessible open space

Is there any existing publicly accessible open space in the directly affected area?  Yes  No  
If yes, describe briefly: \_\_\_\_\_

Does the directly affected area include any mapped City, State or Federal parkland?  Yes  No

If yes, describe briefly: \_\_\_\_\_

Does the directly affected area include any mapped or otherwise known wetland?  Yes  No

If yes, describe briefly: \_\_\_\_\_

Other land use

No. of stories \_\_\_\_\_ Gross floor area (sq. ft.) \_\_\_\_\_  
Type of use: \_\_\_\_\_

4. **EXISTING PARKING**

Garages

No. of public spaces: \_\_\_\_\_ No. of accessory spaces: \_\_\_\_\_  
Operating hours: \_\_\_\_\_ Attended or non-attended? \_\_\_\_\_

Lots

No. of public spaces: \_\_\_\_\_ No. of accessory spaces: \_\_\_\_\_  
Operating hours: \_\_\_\_\_ Attended or non-attended? \_\_\_\_\_

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.

5. **EXISTING STORAGE TANKS**

Gas or service stations?  Yes  No Oil storage facility?  Yes  No Other?  Yes  No

If yes, specify: \_\_\_\_\_  
Number and size of tanks: \_\_\_\_\_ Last NYFD inspection date: \_\_\_\_\_ Location and depth of tanks: \_\_\_\_\_

6. CURRENT USERS

No. of residents: \_\_\_\_\_ No. and type of businesses: \_\_\_\_\_  
No. and type of workers by businesses: \_\_\_\_\_ No. and type of non-residents who are not workers: \_\_\_\_\_

SEE CEQR  
TECHNICAL MANUAL  
CHAPTER III F.,  
HISTORIC RESOURCES

7. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)

Answer the following two questions with regard to the directly affected area, lots abutting that area, lots along the same blockfront or directly across the street from the same blockfront, and, where the directly affected area includes a corner lot, lots which front on the same street intersection.

Do any of the areas listed above contain any improvement, interior landscape feature, aggregate of landscape features, or archaeological resource that:

- (a) has been designated (or is calendared for consideration as) a New York City Landmark, Interior Landmark or Scenic Landmark;
  - (b) is within a designated New York City Historic District;
  - (c) has been listed on, or determined eligible for, the New York State or National Register of Historic Places;
  - (d) is within a New York State or National Register Historic District; or
  - (e) has been recommended by the New York State Board for listing on the New York State or National Register of Historic Places?
- Identify any resource:

Do any of the areas listed in the introductory paragraph above contain any historic or archaeological resource, other than those listed in response to the previous question? Identify any resource.

SEE CEQR  
TECHNICAL MANUAL  
CHAPTER III K.,  
WATERFRONT  
REVITALIZATION  
PROGRAM

8. WATERFRONT REVITALIZATION PROGRAM

Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?  Yes  No  
(A map of the boundaries can be obtained at the Department of City Planning bookstore.)

If yes, append a map showing the directly affected area as it relates to such boundaries. A map requested in other parts of this form may be used.

9. CONSTRUCTION

Will the action result in demolition of or significant physical alteration to any improvement?  Yes  No  
If yes, describe briefly:

Will the action involve either above-ground construction resulting in any ground disturbance or in-ground construction?  
 Yes  No If yes, describe briefly:

Project  
Description

THIS SUBPART SHOULD  
GENERALLY BE  
COMPLETED ONLY IF  
YOUR ACTION  
INCLUDES A SPECIFIC  
OR KNOWN  
DEVELOPMENT  
AT PARTICULAR  
LOCATIONS

10. PROPOSED LAND USE

Residential

Total no. of dwelling units \_\_\_\_\_ No. of low-to-moderate income units \_\_\_\_\_ Gross floor area (sq. ft.) \_\_\_\_\_  
No. of stories \_\_\_\_\_ Describe type of residential structures: \_\_\_\_\_

Commercial

Retail: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_

Office: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_

Other: No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_  
Specify type(s): \_\_\_\_\_

No. of stories and height of each building: \_\_\_\_\_

Manufacturing/Industrial

No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_

No. of stories and height of each building: \_\_\_\_\_

Type of use(s): \_\_\_\_\_ Open storage area (sq. ft.) \_\_\_\_\_ If any unenclosed activities, specify:

Community facility

Type of community facility: \_\_\_\_\_

No. of bldgs \_\_\_\_\_ Gross floor area of each building (sq. ft.): \_\_\_\_\_

No. of stories and height of each building: \_\_\_\_\_

Vacant land

Is there any vacant land in the directly affected area?  Yes  No

If yes, describe briefly:

Publicly accessible open space

Is there any existing publicly accessible open space to be removed or altered?  Yes  No

If yes, describe briefly:

Is there any existing publicly accessible open space to be added?  Yes  No

If yes, describe briefly:

Other land use

Gross floor area (sq. ft.) \_\_\_\_\_ No. of stories \_\_\_\_\_ Type of use: \_\_\_\_\_

**11. PROPOSED PARKING**

Garages

No. of public spaces: \_\_\_\_\_ No. of accessory spaces: \_\_\_\_\_

Operating hours: \_\_\_\_\_ Attended or non-attended? \_\_\_\_\_

Lots

No. of public spaces: \_\_\_\_\_ No. of accessory spaces: \_\_\_\_\_

Operating hours: \_\_\_\_\_ Attended or non-attended? \_\_\_\_\_

Other (including street parking) - please specify and provide same data as for lots and garages, as appropriate.  
No. and location of proposed curb cuts: \_\_\_\_\_

**12. PROPOSED STORAGE TANKS**

Gas or service stations?  Yes  No Oil storage facility?  Yes  No Other?  Yes  No

If yes, specify: \_\_\_\_\_

Size of tanks: \_\_\_\_\_ Location and depth of tanks: \_\_\_\_\_

**13. PROPOSED USERS**

No. of residents: \_\_\_\_\_ No. and type of businesses: \_\_\_\_\_

No. and type of workers by businesses: \_\_\_\_\_ No. and type of non-residents who are not workers: \_\_\_\_\_

**14. HISTORIC RESOURCES (ARCHITECTURAL AND ARCHAEOLOGICAL RESOURCES)**

Will the action affect any architectural or archaeological resource identified in response to either of the two questions at number 7 in the Site Description section of the form?  Yes  No

If yes, describe briefly:

**15. DIRECT DISPLACEMENT**

Will the action directly displace specific business or affordable and/or low income residential units?  Yes  No

If yes, describe briefly:

**16. COMMUNITY FACILITIES**

Will the action directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?  Yes  No

If yes, describe briefly:

SEE CEQR  
TECHNICAL MANUAL  
CHAPTER III B.,  
SOCIO-ECONOMIC  
CONDITIONS

SEE CEQR  
TECHNICAL MANUAL  
CHAPTER III C.,  
COMMUNITY FACILI-  
TIES & SERVICES

**Zoning  
Information**

17. What is the zoning classification(s) of the directly affected area?

18. What is the maximum amount of floor area that can be developed in the directly affected area under the present zoning? Describe in terms of bulk for each use.

19. What is the proposed zoning of the directly affected area?

20. What is the maximum amount of floor area that could be developed in the directly affected area under the proposed zoning? Describe in terms of bulk for each use.

21. What are the predominant land uses and zoning classifications within a 1/4 mile radius of the proposed action?

**Additional Information**

22. Attach any additional information as may be needed to describe the action. If your action involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include here one or more reasonable development scenarios for such sites and, to the extent possible, to provide information about such scenario(s) similar to that requested in the Project Description questions 9 through 16.

**Analyses**

23. Attach analyses for each of the impact categories listed below (or indicate where an impact category is not applicable):

- a. LAND USE, ZONING, AND PUBLIC POLICY See CEQR Technical Manual Chapter III.A.
- b. SOCIOECONOMIC CONDITIONS See CEQR Technical Manual Chapter III.B
- c. COMMUNITY FACILITIES AND SERVICES See CEQR Technical Manual Chapter III.C.
- d. OPEN SPACE See CEQR Technical Manual Chapter III.D.
- e. SHADOWS See CEQR Technical Manual Chapter III.E.
- f. HISTORIC RESOURCES See CEQR Technical Manual Chapter III.F.
- g. URBAN DESIGN/VISUAL RESOURCES See CEQR Technical Manual Chapter III.G.
- h. NEIGHBORHOOD CHARACTER See CEQR Technical Manual Chapter III.H.
- i. NATURAL RESOURCES See CEQR Technical Manual Chapter III.I.
- j. HAZARDOUS MATERIALS See CEQR Technical Manual Chapter III.J.
- k. WATERFRONT REVITALIZATION PROGRAM See CEQR Technical Manual Chapter III.K.
- l. INFRASTRUCTURE See CEQR Technical Manual Chapter III.L.
- m. SOLID WASTE AND SANITATION SERVICES See CEQR Technical Manual Chapter III.M.
- n. ENERGY See CEQR Technical Manual Chapter III.N.
- o. TRAFFIC AND PARKING See CEQR Technical Manual Chapter III.O.
- p. TRANSIT AND PEDESTRIANS See CEQR Technical Manual Chapter III.P.
- q. AIR QUALITY See CEQR Technical Manual Chapter III.Q.
- r. NOISE See CEQR Technical Manual Chapter III.R.
- s. CONSTRUCTION IMPACTS See CEQR Technical Manual Chapter III.S.
- t. PUBLIC HEALTH See CEQR Technical Manual Chapter III.T.

The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the above-listed categories. Other methodologies developed or approved by the lead agency may also be utilized. If a different methodology is contemplated, it may be advisable to consult with the Mayor's Office of Environmental Coordination. You should also attach any other necessary analyses or information relevant to the determination whether the action may have a significant impact on the environment, including, where appropriate, information on combined or cumulative impacts, as might occur, for example, where actions are interdependent or occur within a discrete geographical area or time frame.

**Applicant Certification**

24. Sarah J. Goldwyn  
PREPARER NAME

Department of City Planning  
PRINCIPAL

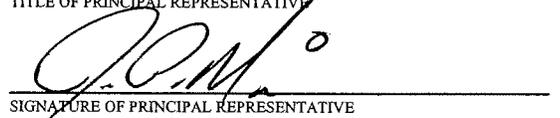
Associate City Planner  
PREPARER TITLE

James P. Merani, R.A.  
NAME OF PRINCIPAL REPRESENTATIVE

  
PREPARER SIGNATURE

Deputy Director EARD  
TITLE OF PRINCIPAL REPRESENTATIVE

04/23/07  
DATE

  
SIGNATURE OF PRINCIPAL REPRESENTATIVE

04/23/07  
DATE

NOTE: Any person who knowingly makes a false statement or who knowingly falsifies any statement on this form or allows any such statement to be falsified shall be guilty of an offense punishable by fine or imprisonment or both, pursuant to Section 10-154 of the New York City Administrative Code, and may be liable under applicable laws.

**Impact  
Significance**

**PART III, ENVIRONMENTAL ASSESSMENT AND DETERMINATION**

TO BE COMPLETED BY THE LEAD AGENCY

The lead agency should complete this Part after Parts I and II have been completed. In completing this Part, the lead agency should consult 6 NYCRR 617.7, which contains the State Department of Environmental Conservation's criteria for determining significance.

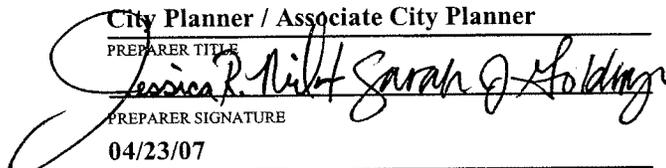
The lead agency should ensure the creation of a record sufficient to support the determination in this Part. The record may be based upon analyses submitted by the applicant (if any) with Part II of the EAS. The CEQR Technical Manual sets forth methodologies developed by the City to be used in analyses prepared for the listed categories. Alternative or additional methodologies may be utilized by the lead agency.

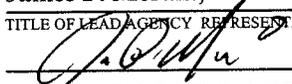
1. For each of the impact categories listed below, consider whether the action may have a significant effect on the environment with respect to the impact category. If it may, answer yes.

- LAND USE, ZONING, AND PUBLIC POLICY \_\_\_\_\_
- SOCIOECONOMIC CONDITIONS \_\_\_\_\_
- COMMUNITY FACILITIES AND SERVICES \_\_\_\_\_
- OPEN SPACE \_\_\_\_\_
- SHADOWS \_\_\_\_\_
- URBAN DESIGN/VISUAL RESOURCES \_\_\_\_\_
- NEIGHBORHOOD CHARACTER \_\_\_\_\_
- NATURAL RESOURCES \_\_\_\_\_
- HAZARDOUS MATERIALS \_\_\_\_\_
- WATERFRONT REVITALIZATION PROGRAM \_\_\_\_\_
- INFRASTRUCTURE \_\_\_\_\_
- SOLID WASTE AND SANITATION SERVICES \_\_\_\_\_
- ENERGY \_\_\_\_\_
- TRAFFIC AND PARKING \_\_\_\_\_
- TRANSIT AND PEDESTRIANS \_\_\_\_\_
- AIR QUALITY \_\_\_\_\_
- NOISE \_\_\_\_\_
- CONSTRUCTION IMPACTS \_\_\_\_\_
- PUBLIC HEALTH \_\_\_\_\_

2. Are there any aspects of the action relevant to the determination whether the action may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the action may have a significant impact on the environment.
3. If the lead agency has determined in its answers to questions 1 and 2 of this Part that the action will have no significant impact on the environment, a negative declaration is appropriate. The lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a negative declaration.
4. If the lead agency has determined in its answers to questions 1 and 2 of this part that the action may have a significant impact on the environment, a conditional negative declaration (CND) may be appropriate if there is a private applicant for the action and the action is not Type I. A CND is only appropriate when conditions imposed by the lead agency will modify the proposed action so that no significant adverse environmental impacts will result. If a CND is appropriate, the lead agency should describe here the conditions to the action that will be undertaken and how they will mitigate potential significant impacts.
5. If the lead agency has determined that the action may have a significant impact on the environment, and if a conditional negative declaration is not appropriate, then the lead agency should issue a positive declaration. Where appropriate, the lead agency may, in its discretion, further elaborate here upon the reasons for issuance of a positive declaration. In particular, if supporting materials do not make clear the basis for a positive declaration, the lead agency should describe briefly the impact(s) it has identified that may constitute a significant impact on the environment

**Lead Agency  
Certification**

**Jessica Neilan / Sarah J. Goldwyn**  
 \_\_\_\_\_  
 PREPARER NAME  
**City Planner / Associate City Planner**  
 \_\_\_\_\_  
 PREPARER TITLE  
  
 \_\_\_\_\_  
 PREPARER SIGNATURE  
**04/23/07**  
 \_\_\_\_\_  
 DATE

**Department of City Planning**  
 \_\_\_\_\_  
 NAME OF LEAD AGENCY REPRESENTATIVE  
**James P. Merani, R.A.**  
 \_\_\_\_\_  
 TITLE OF LEAD AGENCY REPRESENTATIVE  
  
 \_\_\_\_\_  
 SIGNATURE OF LEAD AGENCY REPRESENTATIVE  
**04/23/07**  
 \_\_\_\_\_  
 DATE

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## **PROJECT DESCRIPTION**

### ***Background***

The Department of City Planning (DCP) proposes a zoning map changes and a zoning text amendment for ninety-nine blocks located in the Fort Greene and Clinton Hill neighborhoods of Community District 2, Brooklyn (Figure 1, Locator Map). The rezoning area is generally bounded by Park Avenue on the north, Classon Avenue to the east, Atlantic Avenue on the south and Ashland Place, Fort Greene Park and Carlton Avenue on the west. The proposed zoning would protect the predominantly low-rise, brownstone neighborhood character from out of scale development, and provide opportunities for apartment house construction and incentives for affordable housing on Myrtle Avenue, Fulton Street, and Atlantic Avenue, within the rezoning area.

### ***Neighborhood Character***

The neighborhoods of Fort Greene and Clinton Hill are located east of Downtown Brooklyn, west of Bedford Stuyvesant, north of Crown Heights and south of the Brooklyn Navy Yard along the East river waterfront. The housing types are predominantly characterized by brownstone row houses of two- to four-stories built in the 1840's and 1850's but also include Romanesque-revival mansions and mid-rise apartment buildings. Several mansions in Clinton Hill are associated with Charles Pratt, the original founder of Pratt Institute, located just outside the rezoning area to the east. Immediately north of the Pratt Campus, are three sixteen-story residential towers; the Willoughby Walk Cooperative apartments and a Pratt dormitory. Approximately half of the blocks at the core of the proposed rezoning area are contained within the Fort Greene and Clinton Hill Historic Districts (NYC LPC, State and National Register of Historic Places), established in 1978 and 1981, respectively. The Wallabout neighborhood, located north of the residential core of Ft. Greene and Clinton Hill between Park and Myrtle Avenues, is noted for having the largest concentration of pre-Civil War wood frame houses in the city. These homes were originally built as working-class and middle-class housing for the nearby Brooklyn Navy Yard employees.

Myrtle Avenue and Fulton Street are the neighborhood's major commercial corridors and are generally characterized by three- to four-story apartment buildings with ground-floor retail uses. In 2005, the Myrtle Avenue Business Improvement District was established affirming the community's commitment to the revitalization and maintenance of this corridor. Atlantic Avenue is located at the southern boundary of the rezoning area and of Community District 2, is characterized by low rise retail stores and automotive uses.

The Fort Greene and Clinton Hill neighborhoods are home to several well-known academic and cultural institutions including Pratt Institute, an internationally recognized art, design and architecture school established in 1887, St. Joseph's College, and Brooklyn Technical High School, established in 1916 and 1932 respectively. The Brooklyn Academy of Music, located at the southwestern boundary of the rezoning area and adjacent to Downtown Brooklyn, has served the surrounding community for over 100 years and has grown into a thriving urban arts center that brings international performing arts and film to Brooklyn.

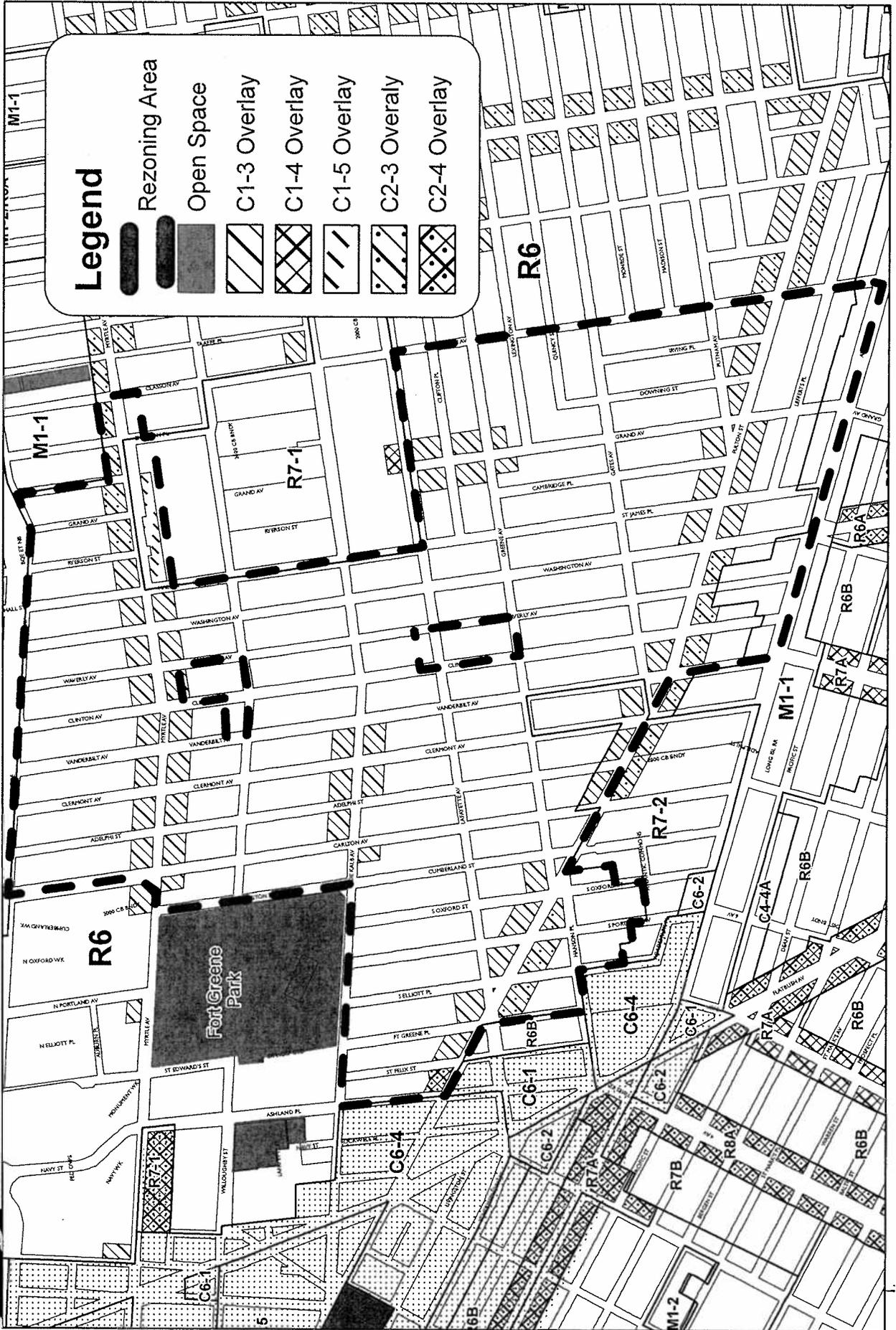
The A and C trains run beneath Fulton Street, and serve the proposed rezoning area with stations at Lafayette and Clinton Avenue. The G train has stops along Lafayette Avenue at Fulton Street, Clinton Avenue and Classon Avenue. The Atlantic Avenue Terminal of the Long Island Railroad is located southwest of the rezoning area. Nine bus lines serve the proposed rezoning area.

Fort Greene - Clinton Hill Rezoning

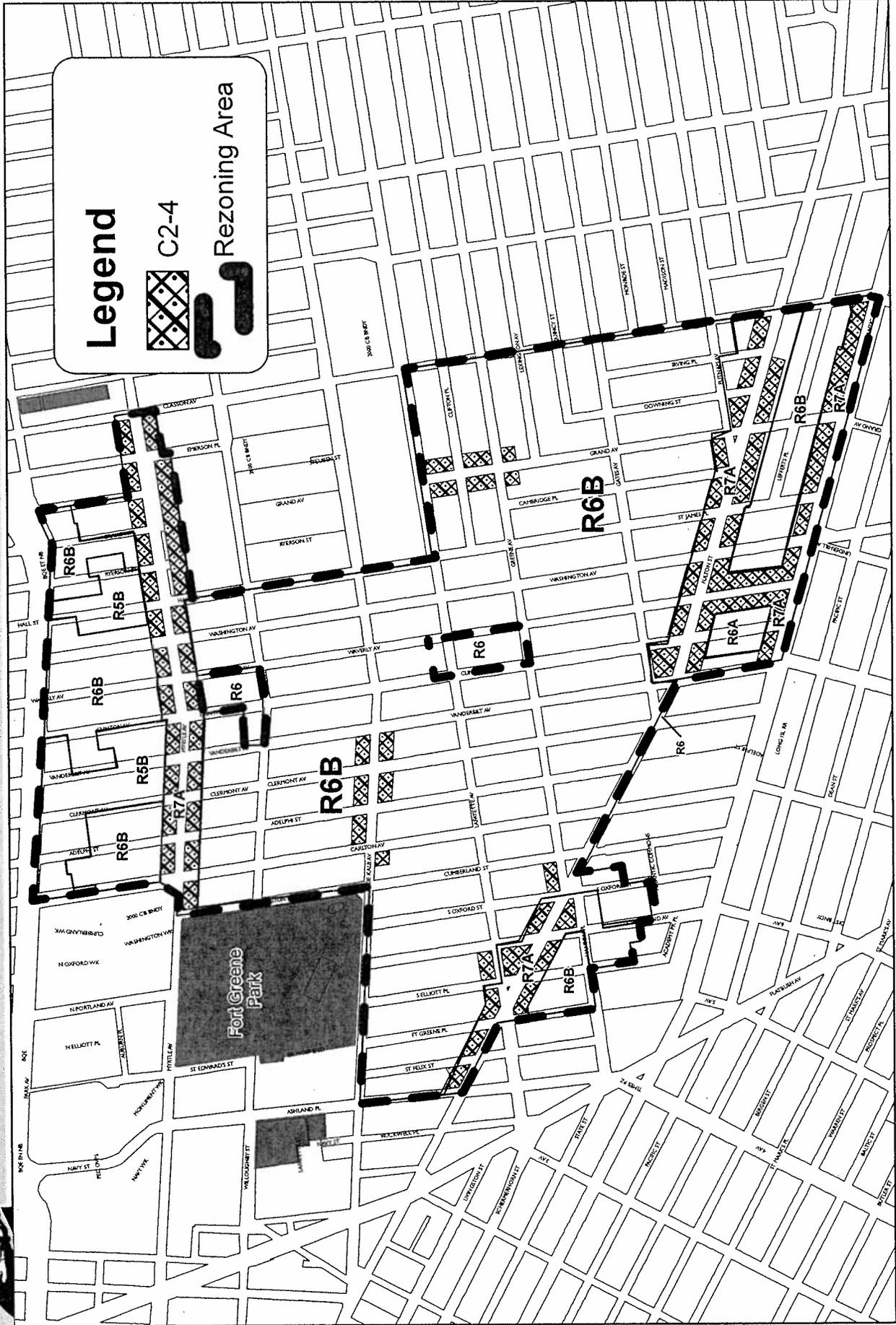
Figure 1 : Locator Map



Fort Greene - Clinton Hill Rezoning  
**Figure 2: Existing Zoning**



Fort Greene - Clinton Hill Rezoning  
**Figure 3 : Proposed Zoning**



### **Existing Zoning**

The rezoning area is currently predominantly zoned R6 with several C1-3, C2-3 and C2-4 commercial overlays mapped along the commercial corridors of Myrtle Avenue, Fulton Street and portions of Dekalb Avenue and Grand Avenue. Most zoning designations within the rezoning area have been in place since the New York City Zoning Resolution was adopted in 1961.

### **R6**

An R6 district is currently mapped over 97 full or partial blocks of the total 99 blocks within the rezoning area. Residential and community facility uses (Use Groups 1-4) are permitted in R6 zoning districts, with no height limits and a maximum floor area ratio (FAR) of up to 2.43 for residential uses and 4.8 for buildings containing community facility uses. Off-street parking is required for 70% of the dwelling units. Developers can utilize the optional Quality Housing program which permits up to 2.2 FAR with a maximum building height of 55 feet on narrow streets (75 feet or less), and up to 3.0 FAR with a height limit of 70 feet on wide streets (greater than 75 feet). Under Quality Housing off-street parking is required for 50% of the dwelling units. In R6 districts, if fewer than five spaces are required off-street parking is waived.

### **R7-1**

One block frontage along the south side of Myrtle Avenue between Hall Street and Emmerson Place is currently zoned R7-1 with a C1-5 overlay. R7-1 zoning districts permit residential and community facility uses (Use Groups 1-4) with no height limits and a maximum FAR of 3.44 for residential uses and 4.8 FAR for community facility uses. Off-street parking is required for 60% of the dwelling units. The Quality Housing Program permits 3.44 FAR on narrow streets with a maximum base height of 60 feet and a maximum building height of 75 feet and 4.0 FAR (R7A equivalent) on wide streets with a required maximum base height of 65 feet and a maximum building height of 80 feet. Off-street parking is required for 50% of the dwelling units. In R7-1 districts, parking is waived if five spaces or less are required.

### **R7-2**

An R7-2 district is mapped over portions of three blocks along the north side of Fulton Street between Carlton Avenue and Vanderbilt Avenue. Residential and community facility uses (Use Groups 1-4) are permitted, with no height limits and a maximum FAR of 3.44 for residential uses and 6.5 FAR for community facility uses. The Quality Housing Program permits 3.44 FAR on narrow streets with a maximum base height of 60 feet and a maximum building height of 75 feet and 4.0 FAR (R7A equivalent) on wide streets with a required maximum base height of 65 feet and a maximum building height of 80 feet. In R7-2, off-street parking is required for 50% of the dwelling units and parking is waived if 15 or fewer spaces are required.

### **C1-3, C1-5, C2-3 and C2-4**

There are C1-3, C1-5, C2-3 and C2-4 commercial overlays mapped for local retail and service uses along Myrtle Avenue, Fulton Street, DeKalb Avenue and Grand Avenue. C1 districts allow for typical local retail uses (Use Groups 1-6) where C2 districts meet broader shopping and service needs (Use Groups 1-9). Commercial buildings within C1 and C2 districts are allowed a maximum FAR of 2.0. There is only one C2-4 overlay mapped within the rezoning area which is located on Fulton Street between Ashland Place and St. Felix Street. This frontage was recently rezoned to C2-4 in conjunction with a BSA variance to facilitate the development of a physical cultural establishment.

Most existing commercial overlays within the rezoning area are mapped at a depth of 150 feet with the exception of nine block frontages: The C2-4 commercial overlay on the north side of Fulton Street between Ashland Place and St. Felix Street is mapped at 100 and 175 foot depths; a C1-3 overlay on the north side of Lafayette Avenue between Ft. Greene Place and South Elliott Street is mapped at a depth of 200 feet; two C1-3 overlays on the north side of Fulton Street between Carlton Avenue and Clermont Avenue are mapped at a depth of 100 feet; two C1-3 overlays on the south side of Fulton Street between Clinton Avenue and Washington Avenue are mapped at a depth of 100 feet; one C1-3 overlay on the north side of the intersection of Fulton Street and Putnam Avenue is mapped at a depth of 150 feet; a C1-5 overlay is mapped along a portion of a frontage along the south side of Myrtle Avenue between Hall Street and Emmerson Place; and a C2-3 overlay is mapped at a 100 foot depth on the northern block frontage on Myrtle Avenue between Steuben Street and Emmerson Place. The parking requirements for most local retail commercial uses within the C1-3 and C2-3 districts is one parking space for every 400 square feet of commercial use. The parking requirement for commercial establishments is one parking space for every 1,000 square feet of commercial uses, parking is waived for commercial establishments less than 40,000. There are no parking requirements for C1-5 districts.

### **M1-1**

Portions of six blocks located along the north side of Atlantic Avenue at the southern boundary of the rezoning area are zoned M1-1. M1-1 districts permit Use Groups 4-14, 16, 17 which include light-manufacturing, commercial and some community facility uses. M1-1 districts allow a density of 1.0 FAR for manufacturing and commercial uses and 2.4 FAR for buildings partly used for community facility use.

### **PURPOSE AND NEED**

Under the current R6 zoning, construction of tower apartment building is permitted without height limitation and has resulted in buildings that are inconsistent with the typical brownstone character of the neighborhood and historic districts. A number of out-of-scale tower developments are proposed throughout the neighborhood that is inconsistent with the low-rise row house neighborhood character.

The rezoning proposal seeks to:

- Respond to out-of-scale development adjacent to historic districts;
- Address community's request for contextual rezoning;
- Reinforce several of the avenues as corridors for mixed retail/residential buildings;
- Provide opportunities for housing development and incentives for affordable housing along certain corridor.

### ***ZONING MAP CHANGES***

The proposed rezoning would change existing R6 districts to contextual R5B, R6A, R6B, R7A districts; R7-2 to a contextual R6B district; and along Atlantic Avenue, M1-1 districts to contextual R6A and R7A districts.

The proposed rezoning would change existing commercial overlays from C1-3 and C2-3 to C2-4, and reduce the distance for all overlays from 150 feet to 100 feet. Two C2-4 districts would be added around Myrtle Avenue and Emerson Place; one C2-4 districts will be added around Lafayette Avenue and S. Elliott Place; four C2-4 districts will be added along Fulton and along Atlantic Avenue. Four C1-3 commercial overlays will be removed along Fulton Street, Dekalb Avenue and Adelphi Street.

In conjunction with proposed R7A along Myrtle Avenue, Fulton Street, and Atlantic Avenue, a zoning text amendment is proposed to permit an Inclusionary Housing bonus for development providing affordable housing.

**Proposed R6B  
R6, R7-1 to R6B**

Approximately 80% (70 blocks) of the rezoning area would be rezoned from R6 zoning districts to an R6B zoning districts to reflect the prevailing four-story brownstone character of these areas.

The R6B district designation permits 2.0 FAR for residential and community facility uses and limits overall building height to 50 feet and streetwall heights to 40 feet. New construction within the proposed R6B district would be required to line up with adjacent structures to maintain existing streetwall characteristics. R6B district regulations prohibit curb cuts on lots less than 40 feet wide. New multifamily residences would be required to provide one off-street parking space for 50 percent of the dwelling units. Currently, 84% of the lots comply with the FAR of the existing R6 and M1-1 district, and 76% would comply with an R6B district.

The R6B regulations will allow for limited expansion of existing buildings that are built to less than 2.0 FAR, consistent with new investment in the area, as well as provide for opportunities for appropriately scaled new developments on vacant and underdeveloped sites.

**Proposed R5B and R6B  
R6 to R5B and R6B**

Approximately 10 blocks between the Park and Myrtle Avenue corridors are proposed to be rezoned from R6 to R5B and R6B zoning districts. The proposed contextual districts have been drawn to closely reflect the existing built character of this area. These proposed districts would acknowledge the collection of historic homes in this corridor and require that new development be consistent with the existing scale of the neighborhood.

Areas with a predominant character of two- to three-story, rowhouse, semi- and detached buildings would be rezoned to R5B. R5B districts permit a maximum FAR of 1.35 and reflect the traditional row house building type of this area. The proposed R5B district would establish a maximum building height of 33 feet with a maximum streetwall height of 30 feet, or 3 stories. New multifamily residences would be required to provide one off-street parking space for 66 percent of the dwelling units. Curb cuts are prohibited for lots less than 40 feet in width and the rear yard provisions vary according to existing, adjacent structures. Currently, 98% of the lots in this district comply with the FAR of an R6 district, and 73% would comply with an R5B district.

R6B districts are proposed to be mapped in areas between Park Avenue and Myrtle Avenue where there are existing four-story row houses. The proposed R6B districts would allow for the expansion of some of the smaller buildings in the area, encouraging rehabilitation, instead of demolition. Currently, 94% of the lots in this district comply with the FAR of an R6 district, and 83% would comply with an R6B district.

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**Proposed R6A**

**R6 to R6A**

The proposed zoning would map an R6A zoning district along portions of two blocks frontages on Clinton Avenue between Fulton Street and Atlantic Avenue. Clinton Avenue is a wide street and the two block frontages contain a mixture of three- and four-story row houses and six- and thirteen-story apartment buildings.

The R6A district allows a maximum FAR of 3.0 for residential, mixed residential/commercial, and community facility buildings, with a maximum base height of 60 feet and a maximum building height of 70 feet. New multifamily residences would be required to provide one off-street parking space for 50 percent of the dwelling units. Currently, 67% of the lots in this district comply with the FAR of an R6 district, and 86% would comply with an R6A district.

**Proposed R7A**

**R6, R7-1, M1-1 to R7A**

R7A districts are proposed for portions of block frontages along Myrtle Avenue, Fulton Street and Atlantic Avenue to promote contextual growth along the neighborhood's primary commercial corridors. In addition, portions of two blocks along Vanderbilt Avenue, a wide street containing existing commercial and light manufacturing uses, are proposed to be rezoned to R7A.

R7A districts allow for a maximum FAR of 4.0 for residential, mixed residential/commercial, and community facility buildings, with maximum building heights of 80 feet and a maximum base height of 65 feet. New multifamily residences would be required to provide one off-street parking space for 50 percent of the dwelling units. The related zoning text amendment to permit an Inclusionary Housing bonus in this area creates incentives for the development and preservation of affordable housing (see "Zoning Text Amendment") section below. Developments in all proposed R7A districts would have a minimum base FAR of 3.45 that could be increased up to 4.6 with the provision of affordable housing. The R7A contextual height limits would apply to all new developments.

Along Myrtle Avenue and Fulton Street 81% of the lots in this district comply with the existing FAR, and 93% would comply with an R7A district. Along Atlantic Avenue 65% of the lots in this district comply with the existing M1-1 FAR, and 100% would comply with the proposed R7A.

**C2-4 Commercial Overlays**

C2-4 Commercial overlays are proposed to be mapped along the neighborhood's commercial corridors of Myrtle Avenue and Fulton Street also on Grand and DeKalb Avenues where there are existing C1-5, C1-3 and C2-3 commercial overlays. Three new commercial overlays are proposed; Lafayette Avenue between Ft. Greene Place and South Elliott street to make non-conforming retail uses conforming; the south side of Fulton Street between Grand and Classon Avenues to allow the possibility of retail uses in the future, consistent with existing uses along the Fulton Street corridor; and along Waverly Avenue between Fulton Street and Atlantic Avenue to allow for local retail uses where commercial uses exist today.

The proposed C2 commercial overlay districts have the same 2.0 FAR but provide for a slightly broader range of commercial retail and service uses than the existing C1 districts. In addition, the proposed C2-4 districts would reduce the parking requirements for most commercial uses from the C1-3 and C2-3 requirement of one parking space for every 400 square feet of commercial space to one space per 1,000 square feet in developments with more than 40,000 square feet of commercial floor area.

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Most commercial overlay districts that are currently mapped to a depth of 150 feet or more along Myrtle Avenue, Fulton Street and parts of Grand and DeKalb Avenue would be reduced to a depth of 100 feet to protect against the location of commercial uses in the midblocks. The exceptions to the 150 foot districts are proposed where there are small, irregularly shaped blocks where the districts would be mapped over the entire block.

### *Zoning Text Amendment*

#### Inclusionary Housing Program

The Fort Greene/Clinton Hill rezoning proposal applies the Inclusionary Housing program to the proposed R7A districts within the study area, establishing incentives for the creation and preservation of affordable housing in conjunction with new development. The Inclusionary Housing bonus proposed is consistent with the bonus established for contextual developments under the recently adopted Greenpoint-Williamsburg rezoning and promotes affordable units in both rental and condominium developments and targets affordable housing to a range of income levels. Furthermore the text is proposed to be revised to clarify and update its existing provisions.

Under the Inclusionary Housing program, a development providing affordable housing are eligible for a floor area bonus, within contextual height limit and bulk regulations tailored to this area. Affordable units can be provided either on-site or off-site, or by acquiring and preserving existing housing at affordable rents. Off-site affordable units must be located within the same community district or within a half-mile of the bonused development. Available city, state, and federal housing finance programs may be used to finance affordable units. The combination of a zoning bonus with housing programs would establish a powerful incentive for the development and preservation of affordable housing in Fort Greene/Clinton Hill neighborhood.

### **B. PURPOSE AND NEED**

Under the current R6 zoning, construction of tower apartment building is permitted without height limitation and has resulted in buildings that are inconsistent with the typical brownstone character of the neighborhood and historic districts. Several out-of-scale 11 to 13-story tower developments are proposed throughout the neighborhood that would erode the low-rise row house neighborhood character.

The rezoning proposal seeks to:

- Respond to out-of-scale development adjacent to historic districts;
- Address community's request for contextual rezoning;
- Reinforce several of the avenues as corridors for mixed retail/residential buildings;
- Provide opportunities for housing development and incentives for affordable housing along certain corridor.

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## C. PROPOSED DEVELOPMENT AND LIKELY EFFECTS

### Methodology

In order to assess the possible effects of the proposed action, a reasonable worst-case development scenario was developed for both the current zoning (“Future No-Action”) and the proposed zoning (“Future With-Action”) conditions for a ten-year period (Build Year 2017). The Future No-Action condition identifies the amount, type, and location of development that is expected to occur absent the proposed action, while the Future With-Action condition identifies anticipated development in the event the proposed contextual rezoning is adopted. The incremental difference between the Future With-Action and Future No-Action conditions will serve as the basis for the impact analyses of the Environmental Assessment Statement. A ten-year period is typically the length of time over which developers would act on area-wide zoning map changes such as those proposed, which are not associated with a specific development.

To determine the Future With-Action and Future No-Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than on all, sites within a rezoning area. The first step in establishing the development scenario was to identify those sites where new development could reasonably be expected to occur.

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites. These factors include both current and past development trends, and the development site criteria described as follows:

### Development Site Criteria

- Lots located in areas where an increase in permitted Floor Area Ratio (FAR) or a change in permitted use is proposed.
- Individual, assembled, or partially assembled lots of 5,000 square feet or larger. In the Myrtle Avenue and Fulton Street corridors (where permitted residential FAR would be increased by between 53% and 110% if the inclusionary bonus is used) and in areas along Atlantic Avenue and Waverly Avenue proposed for R7A (where proposed zoning permits residential uses and current zoning does not), it is assumed that several lots may be assembled to form one development site.

The following uses and types of buildings that meet these criteria were excluded from the development scenario because they are unlikely to be redeveloped as a result of the proposed rezoning:

- The sites of schools (public and private) and churches. All schools and churches that meet the development site criteria are built to near half the permitted FAR under the current zoning designation. They have not been rebuilt or expanded despite the ability to do so, and it is unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these substantial community structures.

# Figure 4A: Development Sites - Myrtle Avenue



Fort Greene - Clinton Hill Rezoning

# Figure 4B: Development Sites - Fulton Street and Atlantic Avenue



- Buildings with six or more residential units. These buildings are likely to be rent-stabilized and difficult to legally demolish due to tenant relocation requirements.

### **Projected and Potential Development Site Overview**

To produce a reasonable conservative estimate of future growth, the development sites have been further divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the ten-year analysis period (Build Year 2017) because they are larger sites built to a very low density. Many sites also have large vacant areas. The potential development sites are less likely to be developed within a ten-year period because they are not assembled into single ownership, have an irregular shape, are in active use, or have some combination of these features.

### **Projected Development Sites**

Twenty-nine parcels met the criteria for inclusion as projected development sites (Figure 4a & 4b). These projected development sites can be expected to develop with 765 dwelling units under the Future No-Action condition and 1,311 dwelling units under the Future With-Action condition, producing a project increment of 546 units. Of the dwelling units produced in the Future With-Action condition, 259 can be expected to be preserved as affordable through the Inclusionary Housing Program.

Most sites along Myrtle Avenue, and Fulton Street are currently zoned R6 with C1-3 or C2-3 overlays. This zoning permits residential use up to 3.0 FAR, community facility use up to 4.8 FAR, and commercial use to 2.0 FAR. Three sites along Myrtle Avenue (Site Nos. 7, 10, and 13) are currently zoned R7-1 with a C1-5 overlay. This zoning permits residential use to 4.0 FAR, and community facility use to 4.8 FAR, and commercial uses to 2.0 FAR. Four sites located along Grand Avenue, Hanson Place and Putnam Avenue (Site Nos. 12.1, 12.2, 22, and 36), are zoned R6 with residential FARs of 2.2. Sites along Atlantic and Waverly Avenues are currently zoned M1-1 with an FAR for commercial and manufacturing uses of 1.0. The proposal would change the zoning on all these sites to R7A with C2-4 overlays (residential FAR 4.6 with inclusionary bonus) with the exception of Site Nos. 10, 11, 16 and 23 for which R7A with no overlay is proposed. The rezoning would allow new housing to be built along major corridors and wide streets, relieving the development pressure along the midblocks.

Based on recent development trends, this analysis assumes that projected sites currently zoned to permit residential use would develop pursuant to current zoning in the Future No-Action condition. For sites zoned R6 with commercial overlays in the Future No-Action condition, it is assumed that developments would be constructed to 4.6 FAR, incorporating 0.8 FAR of community facility uses, 0.8 FAR of commercial uses, and 3.0 FAR of residential uses. Commercial uses would be located on a full-lot-coverage ground floor (with 0.2 FAR deducted from commercial use for residential lobbies, parking entrances and mechanical space) and community facility uses would be located on the second floor. Setbacks are assumed at 60 feet as required. Sites currently zoned R6 and without commercial overlays are assumed to develop with residential uses only to 2.2 FAR if located along narrow streets and 3.0 FAR if located along wide streets. Sites currently zoned R7-1 with a C1-5 overlay are assumed to develop to 4.8 FAR with 0.4 FAR of community facility uses, 0.4 FAR of commercial uses, and 4.0 FAR of residential uses. The non-residential uses would be located on a full-lot-coverage ground floor (with 0.2 FAR deducted from non-residential use for residential lobbies, parking

entrances and mechanical space). Sites currently zoned M1-1 are assumed to remain as developed presently because they are all substantially utilized within the uses and bulk permitted in the M1-1 district.

In the Future With-Action condition, sites to be zoned R7A with a C2-4 overlay are assumed to develop to the maximum allowable 4.6 FAR with retail located on a full-lot-coverage ground floor (with 0.2 FAR deducted from commercial use for residential lobbies, parking entrances and mechanical space). Sites to be zoned R7A with no commercial overlay are assumed to develop with residential use only to the maximum allowable FAR of 4.6.

New buildings in both the Future No-Action and Future With-Action conditions would be configured with a 10- or 15-foot setback at the required height and off-street parking spaces as required. Before waivers mandated in the Zoning Resolution, one parking space is typically required for every other residential unit, per 400 square feet of commercial or community facility use in C1-3 and C2-3 districts, or per 1,000 square feet of commercial or community facility use in C2-4 districts. Parking for commercial uses in C2-4 districts on lots less than 40,000 square feet is not required per ZR section 36-232. An average dwelling unit size of 1,000 square feet is assumed for each site in both scenarios.

The buildout for the no-action and with-action scenarios for the projected sites are summarized in the following table.

**Table 1: Basic Development Assumptions in No-Action and With-Action Scenarios**

Address	Locations	Existing Zoning	No Action Buildout	Proposed Zoning	With-Action Buildout	Increment
6, 4, 1	Myrtle Avenue Fulton Street	R6/C1-3 or R6/C2-3	0.8 FAR Com, 0.8 FAR CF 3.0 FAR Res	R7A/C2-4	0.8 FAR Com 3.8 FAR Res	- 0.8 FAR CF + 0.8 FAR Res
			4.6 FAR Total		4.6 FAR Total	0.0 FAR Total
2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	Myrtle Avenue	R7-1/C1-5	0.4 FAR Com 0.4 FAR CF 4.0 FAR Res	R7A/C2-4	0.8 FAR Com 3.8 FAR Res	+ 0.4 FAR Com - 0.4 FAR CF - 0.2 FAR Res
			4.8 FAR Total		4.6 FAR Total	- 0.2 FAR Total
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	Grand Avenue Hanson Place Putnam Avenue	R6	2.2 FAR Res	R7A	4.6 FAR Res	+ 2.4 FAR Res
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	Atlantic Avenue Waverly Avenue	M1-1	Existing Conditions: 0.14 to 1.4 FAR Com or industrial uses.	R7A/C2-4	0.8 FAR Com 3.8 FAR Res	varied FAR Com + 3.8 FAR Res
			4.6 FAR Total		4.6 FAR Total	Varied FAR total.

Com = commercial; CF = Community Facility; Res = Residential.

To maintain the low-rise character of the study area midblocks, the rezoning proposal would map contextual districts limiting height and bulk. Demand is expected to remain steady in this area during the coming decade, and new housing must be accommodated in appropriate locations. Myrtle Avenue, Fulton Street, and Atlantic Avenue are all wide streets with good mass transit access and a number of vacant or underused sites. With an increase in permitted residential density, apartment buildings can be developed, providing much-needed additional housing.

As described above, with the proposed action an Inclusionary Housing bonus would be made available within the proposed R7A districts. Through the use of the Inclusionary Housing bonus, buildings could be constructed

to an FAR of 4.6 but remain within the standard building envelopes for R7A. The standard R7A building envelope limits building height to 80 feet and limits the streetwall to 65 feet. To ensure a conservative estimate of development and potential impacts, this analysis assumed a maximum build-out using Inclusionary Housing bonuses of 4.6 in R7A districts. Standard R7A bulk regulations allow 4.0 FAR, though the text amendment would provide a 3.45 base FAR for buildings developed without the Inclusionary Housing program and a 4.6 FAR for buildings developed with the program. Using the incentives of the Inclusionary Housing program, up to 272 units of the total 1,374, could be developed as affordable housing available to low-income households.

### Site Descriptions

*Site 1 (Block 2073 – Lots 21, 22)* is located on the southeastern corner of Myrtle and Carlton Avenues. The site comprises two tax lots under separate ownership that total 9,707 square feet. Lot 22 measures 570 square feet and is bounded on three sides by lot 21. A 1-story 6,425-square foot commercial building currently occupies the site with a total FAR of 0.66. In the Future No-Action condition, the site could be developed with two 7-story buildings totaling 44,652 square feet, with 7,766 square feet of commercial use on the ground floor, 7,766-square feet of community facility space on the second floor and 29 dwelling units on the upper floors. The 15 required parking spaces could be accommodated in one underground level. In the Future With-Action condition, the site could be developed with an 8-story 44,652-square-foot building with 7,766-square feet of commercial use on the ground floor and 37 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site 2 (Block 2046 – Lot 84)* is located at the northwest corner of Myrtle and Vanderbilt Avenues. The site comprises one 14,770-square foot tax lot occupied by an Exxon-Mobil gas station with a 1,600-square foot 1-story building and an FAR of 0.11. In the Future No-Action condition, the site could be developed with three 7-story buildings totaling 65,136-square feet, with 11,816 square feet of commercial use on the ground floor, 11,816 square feet of community facility use on the second floor, and 42 dwelling units on the upper floors. The 21 required parking spaces can be accommodated in one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 56,717-square-foot building with 11,373 square feet of commercial use on the ground floor and 45 dwelling units on the upper floors. The 20 required parking spaces can be accommodated on one underground level.

*Site 3 (Block 2075 – Lot 27, 28)* is located on the south side of Myrtle Avenue between Clermont and Vanderbilt Avenues. The site is comprised of two tax lots under separate ownership totaling 6,748 square feet. Two full lot coverage 1-story commercial buildings currently occupy the site with a total FAR of 1.0. In the Future No-Action condition, the site could be developed with a 7-story, 30,144-square-foot building with 4,950 square feet of commercial use on the ground floor, 4,950 square feet of community facility on the second floor, and 20 dwelling units on the upper floors. The 10 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 31,041-square-foot building with 5,398 square feet of commercial use on the ground floor and 26 dwelling units on the upper floors. This building waives out of residential parking requirements.

*Site 4 (Block 1890 – Lot 85-87, 89)* is located on the northwestern corner of Myrtle Avenue and Hall Street. The site is comprised of four tax lots under common ownership that total 8,000 square feet. One and two story commercial buildings with residential use on the second floors and 6,800 square feet of floor area occupy the site for a total FAR of 0.85. In the Future No-Action condition, the site could be developed with two 7-story buildings totaling 36,800 square feet, with 6,400 square feet of commercial use on the ground floor, 6,400

square feet of community facility use on the second floor, and 24 dwelling units on the upper floors. The 12 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 36,800-square-foot building with 6,400 square feet of commercial use on the ground floor and 30 dwelling units on the upper floors. The building would waive out residential parking requirements.

*Site 5 (1905 – Lot 19)* is located on the southeast corner of Myrtle Avenue and Hall Street. The site comprises one 24,000-square-foot tax lot occupied by a 1-story, 19,500-square-foot commercial building with an FAR of 0.81. In the Future No-Action condition, the site could be developed with an 8-story, 115,200-square-foot building with 9,600 square feet of commercial use and 9,600 square feet of community facility use on the ground floor and 96 dwelling units on the upper floors. The 48 required parking spaces can be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 110,400-square-foot building with 19,200 square feet of commercial on the ground floor and 91 dwelling units on the upper floors. The 41 required parking spaces could be accommodated on one underground level.

*Site 6 (Block 1892 – Lot 70, 71)* is located on the northwest corner of Myrtle and Grand Avenues. The site comprises two lots under separate ownership that total 5,251 square feet. Two one-story industrial/garage buildings totalling 2500 square feet, for a combined FAR of 0.48. In the Future No-Action condition, the site could be developed with a 7-story, 24,155-square-foot building with 4,201 square feet of commercial use on the ground floor, 4,201 square feet of community facility use on the second floor, and 16 dwelling units on the upper floors. The 8 required residential parking spaces could be accommodated in one underground level. In the Future With-Action condition, an 8-story 24,155-square-foot building with 4,201 square feet of commercial uses on the ground floor and 20 dwelling units on the upper floors. This building waives out of residential parking requirements.

*Site 7 (Block 1905 – Lot 30)* is located on the south side of Myrtle Avenue between Ryerson Street and Grand Avenue. The site comprises one 29,500-square-foot lot occupied by one 1-story, 18,114-square-foot commercial building with an FAR of 0.61. In the Future No-Action condition, the site could be developed with an 8-story, 141,600-square-foot building with 11,800 square feet of commercial uses on the ground floor, 11,800 square feet of community facility uses on the second floor, and 118 dwelling units on the upper floors. The 59 required parking spaces could be accommodated in one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 135,700-square-foot building with 23,600 square feet of commercial uses on the ground floor, and 112 dwelling units on the upper floors. The 51 required parking spaces could be accommodated in one underground level.

*Site 8 (Block 1893 – Lot 58-60)* is located on the north side of Myrtle Avenue, between Grand Avenue and Steuben Street. The site comprises three tax lots under two owners totalling 7,500 square feet. A one-story 1,500 square foot commercial building occupies the site for an FAR of 0.2. The remainder of the site is used by a taxi dispatcher for vehicle storage. In the Future No-Action condition, the site could be developed with two 7-story buildings totaling 34,500 square feet, with 6,000 square feet of commercial use on the ground floor, 6,000 square feet of community facility use on the second floor, and 23 dwelling units on the upper floors. The 12 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 34,500-square foot building with 6,000 square feet of commercial use on the ground floor and 29 dwelling units on the upper floors. This building would waive out of residential parking requirements.

*Site 9 (Block 1893 – Lot 54, 57)* is located at the northwestern corner of Myrtle Avenue and Steuben Street. The site comprises two tax lots under separate ownership totalling 10,000 square feet. A 1-story, 2,100-square-foot commercial building and a 1-story 1,000-square-foot fast-food restaurant occupy the site for an FAR of 0.31. The remainder the the site is occupied by parking and drive-through access for the fast-food restaurant. In the Future No-Action condition, the site could be developed with two 7-story buildings totaling 46,000 square feet with 8,000 square feet of commercial use on the ground floor, 8,000 square feet of community facility use on the second floor, and 30 dwelling units on the upper floors. The 15 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 46,000-square-foot building with 8,000 square feet of commercial uses on the ground floor and 38 dwelling units on the upper floors. The 17 required residential parking spaces could be accommodated on one underground level.

*Site 10 (Block 1893 – Lot 47, 49)* is located on Steuben Street, approximately 200 feet north of Myrtle Avenue. The site comprises two tax lots tax lots under common ownership totalling 7,500 square feet. Two 2-story residential buildings and a garage occupy the property, totalling 4,360 square feet for an FAR of 0.58. In the Future No-Action condition, the site could be developed with a 5-story 16,500 square foot building housing 17 dwelling units. The nine required parking spaces could be accommodated in the rear yard or on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 34,500 square foot building housing 35 dwelling units. This building would waive out of residential parking requirements.

*Site 11 (Block 1893 – Lot 10, 11, 13-15, 37-43)* is located on Steuben Street between Myrtle and Park Avenues. The site comprises 12 lots fronting on both Grand Avenue and Steuben Street totalling 32,000 square feet. The site is occupied by 16,025 square feet of 1- and 2-story industrial buildings for an FAR of 0.5. The site is owned by the Pratt Institute, which plans to construct a dormitory on the property. The dormitory would be considered a community facility under zoning. In the Future No-Action condition, the site could be developed with an 8-story 153,600 square foot dormitory. The 38 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 128,000-square-foot dormitory, also using community facility floor area. This building would waive out of community facility parking requirements. The 32 required parking spaces could be accommodated in one underground level.

*Site 12 (Block 1905 – Lot 40)* is located on the south side of Myrtle Avenue between Grand Avenue and Steuben Street. The site comprises one 22,500 square foot tax lot that is currently vacant. In the Future No-Action condition, the site could be developed with an 8-story 108,000-square-foot building with 9,000 square feet of commercial use on the ground floor, 9,000 square feet of community facility use on the second floor and 90 dwelling units on the upper floors. The 45 required residential parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story 103,500-square-foot building with 18,000 square feet of commercial use on the ground floor, and 86 dwelling units on the upper floors. The 39 required residential parking spaces could be accommodated on one underground level.

*Site 13 (Block 1894 – Lot 54, 55)* is located on the northwest corner of Myrtle Avenue and Emerson Place. The site comprises 2 tax lots under common ownership totaling 5,000 square feet. One three-story 3,000-square-foot residential building occupies the site for an FAR of 0.6. In the Future No-Action condition, the site could be developed with a 7-story, 23,000-square-foot building with 4,000 square feet of commercial use on the

ground floor, 4,000 square feet of community facility use on the second floor, and 15 dwelling units on the upper floors. The 8 required residential parking spaces could be accommodated in one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 23,000 square foot building with 4,000 square feet of commercial use on the ground floor and 19 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site 14 (Block 1895 – Lot 61)* is located at the northwestern corner of Myrtle and Classon Avenues. The site comprises one 8,708-square foot tax lot occupied by a 3,321-square foot gas station and convenience store for an FAR of 0.38. In the Future No-Action condition, the site could be developed with two 7-story buildings totaling 40,057 square feet, with 6,966 square feet of commercial uses on the ground floor, 6,966 square feet of community facility uses on the second floor, and 26 dwelling units on the upper floors. The 13 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story 40,057-square-foot building with 6,966 square feet of commercial use on the first floor and 33 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site 15 (Block 2113 – Lot 22, 31)* is located at the southeastern corner of Fulton Street and Fort Greene Place. The site comprises two tax lots under common ownership totaling 13,796 square feet and occupied by a 3-story 17,510-square-foot medical services building and a parking lot for an FAR of 1.27. In the Future No-Action condition, the site could be developed with three 7-story, buildings totaling 63,462 square feet, with 11,037 square feet of commercial use on the ground floor, 11,037 square feet of community facility uses on the second floor, and 41 dwelling units on the upper floors. The required 21 parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story 63,462-square foot building with 11,037 square feet of commercial use on the ground floor and 52 dwelling units on the upper floors. The 24 required residential parking spaces could be accommodated on one underground level.

*Site 16 (Block 2003 – Lot 30-32)* is located on the southern side of Hanson Place between South Elliot Place and South Portland Avenue. The site comprises three vacant tax lots under two owners totaling 5,800 square feet. In the Future No-Action condition, the site could be developed with a 5-story, 12,760-square-foot building with 13 dwelling units. The seven required residential parking spaces could be accommodated in the rear yard or on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 26,680-square-foot building with 27 dwelling units. The building would waive out of residential parking requirements.

*Site 17 (Block 2010 – Lot 25)* is located on the southeastern corner of Fulton Street and Vanderbilt Avenue. The site comprises one 9,881-square-foot tax lot currently occupied by a 1,223-square-foot gas station for an FAR of 0.12. In the Future No-Action condition, the site could be developed with two 7-story buildings totaling 45,453 square feet, with 7,905 square feet of commercial use on the ground floor, 7,905 square feet of community facility use on the second floor, and 30 dwelling units on the upper floors. The 15 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 45,453-square-foot building with 7,905 square feet of commercial use on the ground floor and 38 dwelling units on the upper floors. This building would waive out of residential parking requirements.

*Site 18 (Block 2011 – Lot 30)* is located on the southwestern corner of Fulton Street and Waverly Avenue. The site comprises one vacant 11,333-square-foot tax lot currently used for parking. In the Future No-Action condition, the site could be developed with two 7-story buildings totaling, 46,132 square feet, with 9,066 square feet of commercial use on the ground floor, 9,066 square feet of community facility use on the second floor and 28 dwelling units on the upper floors. The 14 required parking spaces could be accommodated in one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 52,132-square-foot building with 9,066 square feet of commercial on the ground floor and 43 dwelling units on the upper floors. The 19 required residential parking spaces could be accommodated on one underground level.

*Site 19 (Block 2012 – Lot 10)* is located on the east side of Waverly Avenue, between Fulton Street and Atlantic Avenue. The site comprises one 25,135-square foot tax lot currently occupied by two 2-story industrial buildings totalling 26,540, for an FAR of 1.06. The remainder of the site accommodates 18 parking spaces. The northern portion of the site, fronting on Fulton Street and measuring 37 feet wide by 100 feet deep, is currently zoned R6/C2-3. The remainder of the site is zoned M1-1. In the Future No-Action condition, the existing industrial buildings and 6 of the 18 parking spaces would remain on the bulk of the site, while the northern portion zoned for residential use could be developed with one 7-story, 17,020-square-foot building with 2,960 square feet of commercial use on the ground floor, 2,960 square feet of community facility uses on the second floor, and 11 dwelling units on the upper floors. The 6 required residential parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with one 8-story, 115,621-square-foot building with 20,108 square feet of commercial use on the ground floor and 96 dwelling units on the upper floors. The 43 required parking spaces could be accommodated on one underground level.

*Site 20 (Block 2012 – Lot 32)* is located on the south side of Fulton Street between Waverly and Washington Avenues. The site comprises one 9,655-square-foot tax lot occupied by a 1-story 13,500-square foot commercial building with a two story portion on its western side for an FAR of 1.40. In the Future No-Action condition, the site could be developed with two 7-story buildings (one fronting on Fulton Street, and one fronting on Washington Avenue) totaling 44,413 square feet, with 7,742 square feet of commercial uses on the ground floor, 7,742 square feet of community facility uses on the second floor, and a total of 29 dwelling units on the upper floors. The 15 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with two 8-story buildings totaling 44,413 square feet, with 7,742 square feet of commercial use on the ground floor and a total of 37 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site 21 (Block 1981 – Lot 1)* is located at the northeastern corner of Putnam Avenue and Cambridge Place. The site comprises one 8,800-square-foot tax lot occupied by a 1-story 4,400 square foot laundromat and a parking lot, for an FAR of 0.5. In the Future No-Action condition, the site could be developed with two 7-story buildings totaling 40,480 square feet, with 7,040 square feet of commercial use on the ground floor, 7,040 square feet of community facility use on the second floor, and 26 dwelling units on the upper floors. The 13 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 40,480-square-foot building with 7,040 square feet of commercial use on the ground floor and 33 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site 22 (Block 1992 – Lot 12, 13, 15, 16)* is located on the northeastern corner of Fulton and Downing Streets. The site comprises four vacant tax lots under two owners totaling 6,438 square feet. In the Future No-Action

condition, the site could be developed with a 7-story, 29,214-square-foot building with 4,950 square feet of commercial use on the ground floor, 4,950 square feet of community facility uses on the second floor, and 19 dwelling units on the upper floors. The 10 required parking spaces could be accommodated in one underground level. In the Future With-Action condition, the site could be developed with an 8-story 29,615-square-foot building with 5,150 square feet of commercial use on the ground floor, and 24 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site 23 (Block 1992 – Lot 20, 21, 24)* is located on the south side of Putnam Avenue between Downing Street and Irving Place. The site comprises three vacant lots under common ownership totaling 10,000 square feet. In the Future No-Action condition, the site could be developed with a 5-story, 22,000-square foot building with 22 dwelling units. The 11 required parking spaces could be accommodated in the rear yard or on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 46,000 square foot building with 46 dwelling units. The 21 required parking spaces could be accommodated in one underground level.

*Site 24 (Block 2010 – Lot 1, 59)* is located on the northeastern corner of Atlantic and Vanderbilt Avenues. The site comprises two tax lots under separate ownership totaling 22,520-square feet, occupied by 1-story car-wash and auto-repair facilities totaling 13,386 square feet, for an FAR of 0.59. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story, 103,592-square-foot building with 18,016 square feet of commercial use on the ground floor and 86 dwelling units on the upper floors. The 39 required parking spaces could be accommodated on one underground level.

*Site 25 (Block 2018 – Lot 67, 166)* is located on the northern side of Atlantic Avenue between Saint James Place and Grand Avenue. The site comprises two tax lots under common ownership totaling 10,148 square feet and occupied by a 2-story, 14,162-square-foot industrial building for an FAR of 1.40. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story, 46,681-square-foot building with 8,118 square feet of commercial use on the ground floor and 39 dwelling units on the upper floors. The 18 required parking spaces could be accommodated on one underground level.

*Site 26 (Block 2018 – Lot 64)* is located on the northern side of Atlantic Avenue between Saint James Place and Grand Avenue. The site comprises one 8,902-square-foot tax lot occupied by three industrial buildings of 1, 2, and 3-stories, respectively, that total 11,120 square feet for an FAR of 1.25. The remainder of the site accommodates 3 parking spaces. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story, 40,949-square-foot building with 7,122 square feet of commercial use on the ground floor and 34 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site 27 (Block 2018 – Lot 46)* is located at the northwest corner of Atlantic and Grand Avenues. The site comprises one 8,375-square-foot tax lot occupied by a 1,176-square foot gas station for an FAR of 0.14. The remainder of the site accommodates approximately 10 parking spaces. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story 38,525-square-foot building with 6,700 square feet of commercial use on the ground floor and 32 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site 28 (Block 2019 – Lot 63)* is located on the north side of Atlantic Avenue, between Grand and Classon Avenues. The site comprises one 23,900-square-foot tax lot occupied by a 1-story 10,100-square-foot commercial building and a 21-space parking lot for an FAR of 0.42. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story, 109,940-square-foot building with 19,120 square feet of commercial use on the ground floor and 91 dwelling units on the upper floors. The 41 required parking spaces could be accommodated in one underground level.

*Site 29 (Block 2019 – Lot 51)* is located on the northwestern corner of Atlantic and Classon Avenues. The site comprises one 8,500-square-foot tax lot occupied by a 1,868-square-foot gas station for an FAR of 0.22. The remainder of the site accommodated 7 parking spaces. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story, 39,100-square-foot building with 6,800 square feet of commercial use on the ground floor and 32 dwelling units on the upper floors. The building would waive out of residential parking requirements.

### **Potential Development Sites**

Twenty-eight potential development sites were identified under the same criteria as the projected sites (Figures 4a & 4b). However, they are less likely to be developed in the ten-year analysis period because they would require extensive assembly, are developed with relatively substantial buildings, or are irregularly shaped. Thirteen sites located on Myrtle and Putnam Avenues and Fulton Street are currently zoned R6 with a C1-3 or C2-3 overlay, three sites located on Myrtle and Vanderbilt Avenues and Fulton Street are currently zoned R6, one site on Myrtle Avenue is zoned R7-1, and 11 sites on Atlantic and Waverly Avenues are zoned M1-1. All these sites are proposed to be zoned R7A with C2-4 overlays except for Site No. 24, for which R7A with no overlay is proposed. R7A permits residential use up to 4.6 FAR if affordable housing is provided, and C2-4 overlays permit commercial use on the ground floor. Parking requirements for commercial uses in C2-4 districts on lots less than 40,000 square feet are waived per ZR Section 36-232. The development assumptions used for the projected development sites described above were also used regarding potential development in the Future With-Action condition and Future No-action Condition on these potential development sites.

*Site A (Block 2044 – Lot 89,90)* is located on the north side of Myrtle Avenue, between Carlton Avenue and Adelphi Street. The site comprises two tax lots under separate ownership totaling 4,606 square feet. Two 3-story mixed use buildings with 2 dwelling units each and a total of 4,665 square feet of floor area occupy the site for an FAR of 1.01. In the Future No-Action condition, the site could be developed with a 7-story, 21,188-square-foot building with 3,685 square feet of commercial use on the ground floor, 3,685 square feet of community facility use on the second floor and 14 dwelling units on the upper floors. The seven required residential parking spaces can be accommodated in one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 21,188-square-foot building with 3,658 square feet of commercial space on the ground floor and 18 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site B (1889 – Lot 94)* is located on the north side of Myrtle Avenue between Waverly and Washington Avenues. The site comprises one 6,540-square-foot tax lot occupied by a 1-story-6,250-square-foot commercial building for an FAR of 0.97. In the Future No-Action condition, the site could be developed with a 7-story, 28,025-square-foot building with 4,950 square feet of commercial use on the ground floor, 4,950 square feet of

community facility use on the second floor and 18 dwelling units on the upper floors. The 9 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 25,800-square-foot building with 5,160 square feet of retail on the ground floor, and 21 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site C (Block 1892 – Lot 74, 75)* is located on the north side of Myrtle Avenue between Ryerson Street and Grand Avenue. The site comprises two tax lots under separate ownership totaling 5,525 square feet. Two 3-story mixed use buildings with 4 dwelling units each and a total of 7,800 square feet, for an FAR of 1.41. In the Future No-Action condition, the site could be developed by a 7-story, 25,415-square-foot building with 4,420 square feet of commercial use on the ground floor, 4,420 square feet of community facility use on the second floor, and 17 dwelling units on the upper floors. The nine required parking spaces can be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story 25,415-square-foot building with 4,420 square feet of commercial use on the ground floor and 21 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site D (Block 1905 – Lot 120)* is located on the southwestern corner of Myrtle Avenue and Emerson Place. The site comprises the Myrtle Avenue frontage of Lot 120, extending 100 feet south from the street line and totaling 20,000 square feet. A 16-story, 272,000-square-foot residential building occupies southern portion of the lot and a 2-story 14,768-square-foot bookstore occupies the northern portion of the lot along Myrtle Avenue. The action and no-action scenarios assume the Myrtle Avenue frontage is subdivided from Lot 120, the bookstore is demolished, and the site is developed independently of other structures on the lot to the south. In the Future No-Action condition, the site could be developed with an 8-story, 80,000-square-foot building with 80 dwelling units. The 40 required parking spaces could be accommodated in one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 92,000-square-foot building with 16,000 square feet of commercial use on the ground floor and 76 dwelling units on the upper floors. The 34 required parking spaces could be accommodated in one underground level.

*Site E (Block 1985 – Lot 69-72)* is located on the north side of Myrtle Avenue between Emerson Place and Classon Avenue. The site comprises four tax lots under three owners totaling 6,415 square feet. Two- and three-story mixed use rowhouses with a total of 6 dwelling units and 10,545 square feet for an FAR of 1.64. In the Future No-Action condition, the site could be developed with a 7-story, 29,145-square-foot building with 4,950 square feet of commercial use on the ground floor, 4,950 square feet of community facility use on the second floor, and 19 dwelling units on the upper floors. The 10 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story 29,509 square foot building with 5,132 square feet of commercial use on the ground floor and 24 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site F (Block 1909 – Lot 23, 25-27)* is located on the south side of Myrtle Avenue between Emerson Place and Classon Avenue. The site comprises four tax lots under two owners totaling 6,820 square feet. Three-story mixed-use rowhouses with a total of 10 dwelling units and 8,071 square feet occupy the site for an FAR of 1.18. In the Future No-Action condition, the site could be developed with a 7-story, 20,460-square-foot building with 20 dwelling units. The 10 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story 31,372-square foot building with 5,456 square feet of commercial use on the ground floor and 26 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site G (Block 2116 – Lot 6-8)* is located on the north side of Fulton Street between South Elliot Place and South Portland Avenue. The site comprises three tax lots under two owners totaling 5,113 square feet. Two three story mixed use rowhouses and a one-story commercial building with a total of four dwelling units and 7,480 square feet occupy the site for an FAR of 1.46. In the Future No-Action condition, the site could be developed with a 7-story, 23,520-square-foot building with 4,090 square feet of commercial use on the ground floor, 4,090 square feet of community facility use on the second floor, and 15 dwelling units on the upper floors. The eight required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 23,520-square-foot building with 4,090 square feet of commercial use on the ground floor and 19 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site H (Block 2117 – 43-45)* is located on the northeast corner of Fulton Street and South Portland Avenue. The site comprises three tax lots under two owners totaling 5,574 square feet. One 2-story and one 3-story mixed use buildings with a total of five dwelling units and 3,799 square feet and an open lot used for restaurant seating occupy the site for an FAR of 0.68. In the Future No-Action condition, the site could be developed with a 7-story, 25,640-square-foot building with 4,459 square feet of commercial use on the ground floor, 4,459 square feet of community facility use on the second floor, and 17 dwelling units on the upper floors. The nine required parking spaces could be accommodated in one underground level. In the Future With-Action condition, the site could be developed with an 8-story 25,640-square-foot building with 4,459 square feet of commercial use on the ground floor and 21 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site I (Block 2115 – Lot 8, 10)* is located on the southwestern corner of Fulton and South Oxford Streets. The site comprises two tax lots under separate ownership totaling 5,824 square feet. One 2-story commercial building and one 3-story mixed use building with a total of 4 dwelling units and 9,036 square feet occupy the site for an FAR of 1.55. In the Future No-Action condition, the site could be developed with a 7-story, 26,790-square-foot building with 4,659 square feet of commercial use on the first floor, 4,659 square feet of community facility use on the second floor, and 17 dwelling units on the upper floors. The nine required parking spaces could be provided on one underground level. In the Future With-Action condition, the site could be developed with an 8-story 26,790-square-foot building with 4,659 square feet of commercial use on the ground floor, and 22 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site J (Block 2010 – Lot 18-20)* is located on Vanderbilt Avenue, just south of Fulton Street. The site comprises three tax lots two owners totaling 4,800 square feet. Two 3-story and one 4-story row houses with a total of 10 dwelling units and 7,200 square feet occupy the site for an FAR of 1.50. In the Future No-Action condition, the site could be developed with a 7-story, 14,400-square-foot building with 14 dwelling units. The seven required parking spaces could be accommodated in one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 22,080-square-foot building with 22 dwelling units. The building would waive out of residential parking requirements.

*Site K (Block 1978 – Lot 1)* is located on the northeastern corner of Fulton Street and Waverly Avenue. The site comprises one 12,800-square-foot tax lot currently occupied by a three-story, 27,450-square foot community facility building for an FAR of 2.14. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story, 43,776-square-foot building with 7,613 square feet of commercial use on the ground floor and 36 dwelling units on the upper floors. The 17 required parking spaces could be accommodated on one underground level.

*Site L (Block 2012 – Lot 27)* is located on the southeastern corner of Fulton Street and Waverly Avenue. The site comprises one 3,766-square foot tax lot occupied by one 3-story mixed use building and a garage building with a total of 2 dwelling units and 3,363 square feet of floor area for an FAR of 0.89. In the Future No-Action condition, the site could be developed with a 7-story, 17,324-square-foot building with 3,013 square feet of commercial use on the ground floor, 3,013 square feet of community facility use on the second floor, and 11 dwelling units on the upper floors. The 6 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story 17,324-square-foot building with 3,013 square feet of commercial use on the ground floor and 14 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site M (Block 1980 – Lot 64, 66, 67)* is located on the north side of Fulton Street between Saint James and Cambridge Places. The site comprises three tax lots under common ownership totaling 10,883 square feet. One- and two-story buildings housing a supermarket with two dwelling units above it and having a total of 11,900 square feet occupy the site for an FAR of 1.10. In the Future No-Action condition, the site could be developed with two 7-story buildings totaling 48,963 square feet, with 8,706 square feet of commercial use on the ground floor, 8,706 square feet of community facility on the second floor, and 32 dwelling units on the upper floors. The 16 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 46,492-square-foot building with 8,706 square feet of commercial use on the ground floor and 38 dwelling units on the upper floors. The 17 required parking spaces could be accommodated on one underground level.

*Site N (Block 2014 – Lot 30-32)* is located on the south side of Fulton Street, just west of Grand Avenue. The site comprises three tax lots under two owners totaling 6,300 square feet. One 3-story mixed use building and one 1-story commercial building with a total of 3 dwelling units and 6,620 square feet of floor area occupy the site for an FAR of 1.05. In the Future No-Action condition, the site could be developed with a 7-story, 28,800-square-foot building with 4,950 square feet of commercial use on the ground floor, 4,950 square feet of community facility use on the second floor, and 19 dwelling units on the upper floors. The 10 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 28,980-square-foot building with 5,040 square feet of commercial use on the ground floor and 24 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site O (Block 1991 – Lot 16, 19)* is located on the southwestern corner of Putnam Avenue and Downing Street. The site comprises two tax lots under separate ownership totaling 6,083 square feet. One- and 2-story commercial buildings with a total floor area of 6,818 square feet occupy the site for an FAR of 1.12. In the Future No-Action condition, the site could be developed with a 7-story, 27,982-square-foot building with 4,866 square feet of commercial use on the ground floor, 4,866 square feet of community facility use on the second floor, and 18 dwelling units on the upper floors. The nine required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story, 27,982-square-foot building with 4,866 square feet of commercial use on the ground floor and 23 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site P (Block 1991 – Lot 1-7, 106)* is located at the northwestern corner of Fulton and Downing Streets. The site comprises eight vacant tax lots under six owners totaling 7,397 square feet. An advertising billboard is currently the only development on the site. In the Future No-Action condition, the site could be developed with

two 7-story buildings totaling 34,026 square feet with 5,918 square feet of commercial use on the ground floor, 5,918 square feet of community facility use on the second floor and 22 dwelling units on the upper floors. The 11 required parking spaces could be accommodated in one underground level. In the Future With-Action condition, the site could be developed with an 8-story 34,026-square-foot building with 5,918 square feet of commercial use on the ground floor and 28 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site Q (Block 1992 – 5-9, 26, 28-30)* is located on the north side of Fulton street between Downing Street and Irving Place. The site comprises nine tax lots under common ownership totaling 13,459 square feet. Five of the lots front on Fulton Street while the others front on Irving Place and the two groups are contiguous in the rear. Five 2- to 3-story mixed use row houses with a total of 6 dwelling units and 8,442 square feet occupy the lots along Fulton Street while the others are vacant, producing an overall FAR of 0.63. In the Future No-Action condition, the site could be developed with three 7-story buildings totaling 60,443 square feet with 10,767 square feet of commercial use on the ground floor, 10,767 square feet of community facility floor area on the second floor, and 39 dwelling units on the upper floors. The 20 required parking spaces could be accommodated on one underground level. In the Future With-Action condition, the site could be developed with an 8-story 61,911-square-foot building with 4,907 square feet of commercial use on the ground floor and 57 dwelling units on the upper floors. The 26 required parking spaces could be accommodated on one underground level.

*Site R (Block 2011 – Lot 1)* is located on the northern side of Atlantic Avenue between Clinton and Waverly Avenues. The site comprises one 34,920-square-foot tax lot occupied by one 6-story and two one-story industrial buildings with a total of 65,000 square feet for an FAR of 1.86. The remainder of the site accommodates 29 parking spaces. In the Future No-Action condition, existing development would remain on the site. Under the with-action scenario, the 6-story building would be converted to residential with commercial uses on the ground floor while another 8-story, building was constructed on the remainder of the site. In the Future With-Action condition, development would total 152,312-square-foot building with 26,478 square feet of commercial space on the ground floor and 126 dwelling units on the upper floors. The 57 required parking spaces could be accommodated on one underground level.

*Site S (Block 2012 – Lot 1, 65, 67, 69, 70, 71)* is located on the northeastern corner of Atlantic and Waverly Avenues. The site comprises six tax lots under three owners totaling 31,898 square feet. One 2-story and one 3-story industrial buildings, one 1-story commercial building, and five 3-story mixed use buildings with a total of 12 dwelling units and 58,877 square feet occupy the site for an FAR of 1.85. One tax lot with the two industrial buildings makes up the majority of the site, with most of the frontage on Waverly Avenue and 20 feet of frontage on Atlantic Avenue. The other lots are smaller and front on Atlantic Avenue with one forming the corner of Atlantic and Waverly. The larger lot has established industrial businesses that are expected to remain on the site for the foreseeable future. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with conversion and enlargement of the 3-story industrial building, preservation of the 2-story industrial building for industrial and commercial use, and construction of a new residential building on the lots fronting on Atlantic Avenue. This would result in 8-story-tall (maximum) development with a total of 124,110 square feet of floor area, 27,310 of which would be industrial or commercial, and the remainder of which would produce 97 dwelling units. The 49 required parking spaces could be accommodated on one underground level.

*Site T (Block 2012 – Lot 61-63)* is located on the northwestern corner of Washington and Atlantic Avenues. The site comprises three tax lots under two owners totaling 5,321 square feet. An automobile sales lot with a 1-story 200 square foot building and a 3-story house with two dwelling units occupy the lot for an FAR of 0.75. Under the Future No-Action condition, existing development would remain on the site. Under the Future With-Action condition, the site could be developed with an 8-story, 24,477-square-foot building with 4,257 square feet of commercial use on the ground floor and 20 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site U (Block 2018 – Lot 1-6, 101)* is located on the northeastern corner of Atlantic Avenue and Saint James Place. The site comprises seven tax lots under seven owners totaling 9,627 square feet. Seven 3-story rowhouses with a total of 15 dwelling units and 19,274 square feet for an FAR of 2.0. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story, 44,284-square-foot building with 7,702 square feet of commercial use on the ground floor and 37 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site V (Block 2018 – Lot 62, 63)* is located on the north side of Atlantic Avenue, between Saint James Place and Grand Avenue. The site comprises two tax lots under separate ownership totaling 5,050 square feet. A 2-story industrial building and a 4-story mixed use building with a total of 8,500 square feet and 3 dwelling units occupy the site for an FAR of 1.68. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story 23,230-square-foot building with 4,040 square feet of commercial use on the ground floor and 19 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site W (Block 2018 – Lot 59-61)* is located on the north side of Atlantic Avenue between Saint James Place and Grand Avenue. The site comprises three tax lots under two owners totaling 7,500 square feet. Three full-lot coverage 1-story industrial buildings with a total of 7,500 square feet occupy the site for an FAR of 1.0. In the Future No-Action condition, existing development would remain on site. In the Future With-Action condition, the site could be developed with an 8-story, 34,500-square-foot building with 6,000 square feet of commercial use on the ground floor and 29 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site X (Block 2018 – Lot 54-57)* is located on the north side of Atlantic Avenue between Saint James Place and Grand Avenue. The site comprises four tax lots under two owners totaling 9,457 square feet. A parking lot and two 1-story industrial buildings with a total floor area of 7,660 occupy the site for an FAR of 0.81. The remainder of the site accommodates 8 parking spaces. In the Future No-Action condition, existing development is expected to remain on the site. In the Future With-Action condition, the site could be developed with an 8-story, 43,502-square-foot building with 7,566 square feet of commercial use on the ground floor and 36 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site Y (Block 2019 – Lot 1)* is located on the northeastern corner of Atlantic and Grand Avenues. The site comprises one 12,000-square foot tax lot occupied by a 3-story 34,200-square-foot commercial building for an FAR of 2.85. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story, 55,200-square-foot building with 9,600 square feet of commercial use on the ground floor, and 46 dwelling units on the upper floors. The 21 required parking spaces could be accommodated on one underground level.

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*Site Z (Block 2019 – Lot 80)* is located on the north side of Atlantic Avenue between Grand and Classon Avenues. The site comprises one 19,635-square-foot tax lot occupied by a 1-story 2,300-square-foot fast-food restaurant and a 21-space parking lot for an FAR of 0.12. In the Future No-Action condition, existing development would remain. In the Future With-Action condition, the site could be developed with an 8-story, 90,321-square-foot building with 15,708 square feet of commercial use on the ground floor and 75 dwelling units on the upper floors. The 34 required parking spaces could be accommodated on one underground level.

*Site AA (Block 2019 – Lot 75)* is located on the north side of Atlantic Avenue between Grand and Classon Avenues. The site comprises one 8,907-square-foot tax lot occupied by a 2-story 17,634-square-foot industrial building for an FAR of 1.97. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story 41,262-square-foot building with 7,176 square feet of commercial uses on the ground floor and 34 dwelling units on the upper floors. The building would waive out of residential parking requirements.

*Site BB (Block 2019 – Lot 55, 60)* is located on the north side of Atlantic Avenue between Grand and Classon Avenues. The site comprises two tax lots under separate ownership totaling 14,000 square feet. A parking lot and three 1- and 2-story industrial and garage buildings with a total floor area of 15,500 square feet occupy the site for an FAR of 1.11. The remainder of the site accommodates 8 parking spaces. In the Future No-Action condition, existing development would remain on the site. In the Future With-Action condition, the site could be developed with an 8-story, 64,400-square-foot building with 11,200 square feet of commercial use on the ground floor and 53 dwelling units on the upper floors. The 24 required parking spaces could be accommodated on one underground level.

## Summary

The 29 projected development sites were chosen as most likely to be developed within the ten-year analysis period due to their relative readiness for construction. The 28 potential development sites were chosen because they are less likely to be developed within the ten-year period due to the requirement of site assemblage, irregular lot shape, or a high-level of existing development.

### *Future-No-Action Condition*

During the build period (2007 to 2017), it can be expected that 21 sites zoned R6 or R7-1 and the portion of Site No. 19 zoned R6 would be developed under the existing zoning and that six sites zoned M1-1 and the portion of Site No. 19 zoned M1-1 would remain as currently developed in the Future No-Action condition. This could result in a Future No-Action condition with a total of 1,278,628 square feet of new and existing floor area on projected development sites housing 219,533 square feet of commercial uses, 294,781 square feet of community facility uses, and 765 dwelling units.

### *Future-With-Action Condition*

During the build period (2007 to 2017), it can be expected that all projected development sites would develop under R7A or R7A/C2-4 zoning as applicable in the Future With-Action condition. This could result in a Future With-Action condition with a total of 1,691,663 square feet of new floor area on projected development sites housing 254,811 square feet of commercial uses, 128,000 square feet of community facility uses, and 1,311 dwelling units. Using the incentives of the Inclusionary Housing Program, up to 259 units of the total 1,311 could be developed as affordable housing available to low-income households.

*Increment*

This Environmental Assessment Statement assesses the possible density-related impacts (such as traffic, air quality, and open space) resulting from the increment of additional development projected in the next decade (build year 2017) because of the rezoning. The total increment of residential development is 546 dwelling units on 29 sites located on three different corridors. With an average household size of 2.2 persons, the additional 546 dwelling units that would result under in the Future With-Action condition would add an estimated 1,201 residents to the study area over the next ten years. Projected development sites can be expected to have 35,278 more square feet of commercial uses and 166,781 less square feet of community facility uses in the Future With-Action condition than in the Future No-Action condition. All 57 development sites (projected and potential) identified according to the methodology and described in this development scenario are assessed for possible site-specific impacts of development such as possible impacts to historic resources, noise impacts, and the potential for hazardous material contamination.

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## II. IMPACT ANALYSIS

### A. LAND USE, ZONING, AND PUBLIC POLICY

No adverse impacts related to land use, zoning or public policy are anticipated. In general, the proposed action is expected to result in changes that would be compatible with and supportive of land use trends, zoning and public policy. The proposed changes to zoning regulations would have a positive impact on future development trends, preserving area land uses, bulk and building types. The proposed changes would afford additional protections beyond the current zoning designations, providing a strong framework for the retention of neighborhood character and context. The proposed action would encourage limited new construction that is consistent with existing uses, density, scale and bulk in the Fort Greene/Clinton Hill area.

#### Existing Conditions

##### Land Use

The proposed action includes ninety-nine blocks within the Fort Greene and Clinton Hill neighborhoods of Community District 2, Brooklyn. In conducting an assessment of land use conditions, the study area including an additional 400-foot radius beyond the action was evaluated (Figure 5, *Existing Land Uses*).

The study area is bounded by Park Avenue on the north, Classon Avenue on the east, Atlantic Avenue on the south and Ashland Place, Ft. Greene Park and Carlton Avenue on the west.

##### *Residential areas*

Fort Greene and Clinton Hill are predominantly low-rise residential neighborhoods. A majority of the approximately 11,000,000 square feet of the study area is comprised of one- or two-family residences, typically less than four stories and multi-family walk-ups, ranging from four to six stories. Vacant lots and parking facilities make up approximately five percent of the study area (see Figure 5, *Existing Land Use*).

The housing in Fort Greene and Clinton Hill was almost entirely built before 1950, with the majority of the housing stock built between 1890's and 1950's. Approximately half of the blocks at the core of the proposed rezoning area are contained within the Fort Greene and Clinton Hill Historic Districts (NYC LPC, State and National Register of Historic Places), established in 1978 and 1981, respectively.

##### *Commercial areas*

Myrtle Avenue and Fulton Street are the primary neighborhood commercial corridors which are predominantly characterized by two- to five-story buildings with ground floor retail and residential uses above. Other uses include gas stations and one-story retail establishments. There are ground floor neighborhood commercial uses along Dekalb and Grand Avenues. Each of the commercial corridors has realized recent investments in their future economic development, most notably the incorporation of the Myrtle Avenue Business Improvement District (BID) in 2005.

Fort Greene - Clinton Hill Rezoning

Figure 5: Existing Land Use



Legend

- 01 - One & Two Family Build.
- 02 - MultiFamily Walkup Build.
- 03 - MultiFamily Elevator Build.
- 04 - Mixed Commercial/Resi. Build.
- 05 - Commercial/Office Build.
- 06 - Ind./Manufact.
- 07 - Transportation/Utility
- 08 - Public Facilities & Institutions
- 09 - Open Space
- 10 - Parking Facilities
- 11 - Vacant Land
- Proposed Zoning Boundary

The area between Fulton Street and Atlantic Avenue at the southern edge of the rezoning area contains a mixture of building types and uses ranging from three- to five-story row houses, three- to six-story loft buildings containing commercial and utility uses, and one- to three-story buildings containing commercial and auto related uses.

### *Transportation*

The A and C trains run beneath Fulton Street, and serve the proposed rezoning area with stations at Lafayette and Clinton Avenue. The G train has stops along Lafayette Avenue at Fulton Street, Clinton Avenue and Classon Avenue. The Atlantic Avenue Terminal of the Long Island Railroad is located southwest of the rezoning area. Nine bus lines serve the proposed rezoning area.

### *Community Facilities*

Several religious and education institutions dot the study area. A complete list is in Section C: Community Facilities and Services.

### Zoning and Public Policy

There is one primary zoning district (and three commercial overlay districts) in the study area. The rezoning area is currently predominantly zoned R6 with C1-3, C2-3 and C2-4 commercial overlays mapped along the commercial corridors of Myrtle Avenue, Fulton Street and portions of Dekalb Avenue and Grand Avenue (Figure 2, *Existing Zoning*).

#### *R6*

An R6 district is currently mapped over 97 full or partial blocks of the total 99 blocks within the rezoning area. Residential and community facility uses (Use Groups 1-4) are permitted in R6 zoning districts, with no height limits and a maximum floor area ratio (FAR) of up to 2.43 for residential uses and 4.8 for community facility uses. Developers can utilize the optional Quality Housing program which limits FARs to 2.2 on narrow streets (75 feet or less) and a 55 foot height limit, and 3.0 FAR on wide streets (greater than 75 feet) with a height limit of 70 feet.

#### *R7-1*

One block frontage along the south side of Myrtle Avenue between Hall Street and Emerson Place is currently zoned R7-1 with a C1-5 overlay. R7-1 zoning districts permit residential and community facility uses (Use Groups 1-4) with no height limits and a maximum FAR of 3.44 for residential uses and 6.5 FAR for community facility uses. The Quality Housing Program permits 3.44 FAR on narrow streets with a maximum base height of 60 feet and a maximum building height of 75 feet and 4.0 FAR (R7A equivalent) on wide streets with a required maximum base height of 65 feet and a maximum building height of 80 feet.

#### *R7-2*

An R7-2 district is mapped over portions of three blocks along the north side of Fulton Street between Carlton Avenue and Vanderbilt Avenue. Residential and community facility uses (Use Groups 1-4) are permitted, with no height limits and a maximum FAR of 3.44 for residential uses and 6.5 FAR for community facility uses. The Quality Housing Program permits 3.44 FAR on narrow streets with a maximum base height of 60 feet and a maximum building height of 75 feet and 4.0 FAR (R7A equivalent) on wide streets with a required maximum base height of 65 feet and a maximum building height of 80 feet.

*C1-3, C1-5, C2-3 and C2-4*

There are C1-3, C1-5, C2-3 and C2-4 commercial overlays mapped for local retail and service uses along Myrtle Avenue, Fulton Street, DeKalb Avenue and Grand Avenue. C1 districts allow for typical local retail uses (Use Groups 1-6) where C2 districts meet broader shopping and service needs (Use Groups 1-9). Commercial buildings within C1 and C2 districts are allowed a maximum FAR of 2.0. There is only one C2-4 overlay mapped within the rezoning area which is located on Fulton Street between Ashland Place and St. Felix Street. This frontage was recently rezoned to C2-4 in conjunction with a BSA variance to facilitate the development of a physical cultural establishment.

Most existing commercial overlays within the rezoning area are mapped at a depth of 150 feet with the exception of nine block frontages: The C2-4 commercial overlay on the north side of Fulton Street between Ashland Place and St. Felix Street is mapped at 100 and 175 foot depths; a C1-3 overlay on the north side of Lafayette Avenue between Ft. Greene Place and South Elliott Street is mapped at a depth of 200 feet; two C1-3 overlays on the north side of Fulton Street between Carlton Avenue and Clermont Avenue are mapped at a depth of 100 feet; two C1-3 overlays on the south side of Fulton Street between Clinton Avenue and Washington Avenue are mapped at a depth of 100 feet; one C1-3 overlay on the north side of the intersection of Fulton Street and Putnam Avenue is mapped at a depth of 150 feet; a C1-5 overlay is mapped along a portion of a frontage along the south side of Myrtle Avenue between Hall Street and Emmerson Place; and a C2-3 overlay is mapped at a 100 foot depth on the northern block frontage on Myrtle Avenue between Steuben Street and Emerson Place.

*M1-1*  
Portions of six blocks located along the north side of Atlantic Avenue at the southern boundary of the rezoning area are zoned M1-1. M1-1 districts permit Use Groups 4-14, 16, 17 which include light-manufacturing, commercial and some community facility uses, but only by special permit. M1-1 districts allow a density of 1.0 FAR for manufacturing and commercial uses and 2.4 FAR for buildings partly used for community facility use.

**Future No-Action Condition**

Land Use

In the future without the action, it is expected that land uses would remain the same in the majority of the area proposed for rezoning, with residential infill construction on sites throughout the rezoning area totaling approximately 765 residential units. There could continue to be assemblages of smaller residential properties, demolitions, and the construction of tall buildings inconsistent with the low-rise form of the neighborhood.

Zoning and Public Policy

There are no known proposed actions within the study area that would affect zoning.

**Future With-Action Condition**

Land Use

The proposed rezoning would map contextual zoning districts at densities appropriate to the existing land uses and built character of the area. The existing R6 districts would be replaced with R6B districts in the core of the

rezoning area; map a mixture of R5B and R6B districts in the Myrtle and Park Avenue corridor; map R7A districts along Myrtle Avenue and Fulton Street and on transition blocks between Fulton Street and Atlantic Avenue; map R6A along Clinton Avenue between Fulton Street and Atlantic Avenue; and map a R7A district along Atlantic Avenue within the rezoning area. The proposal also maps a C2-4 overlay along Fulton Street, Myrtle, Grand and Dekalb Avenues where there are existing C1-5, C1-3, and C2-3 overlays.

Two C2-4 districts would be added around Myrtle Avenue and Emerson Place; one C2-4 district would be added around Lafayette Avenue and S. Elliott Place; four C2-4 districts would be added along Fulton and along Atlantic Avenue. Three C1-3 commercial overlays would be removed along Fulton Street and Adelphi Street. The Inclusionary Housing program would be applied to the proposed R7A districts. Permitted uses would change as a result of the proposal along the Atlantic Avenue (changing to a proposed R7A/C2-4 district from an M1-1) and along the two block frontages on Waverly Avenue (changing to a proposed R7A from an M1-1).

### Zoning and Public Policy

An assessment of the proposed zoning map changes concluded that they are consistent with existing land use conditions and city-wide land use and public policy. The proposed contextual zoning districts were crafted in the mid-1980's as tools to preserve existing land uses, building types, density and neighborhood character. Recently, this effort has been reinforced through a series of contextual rezonings conducted by the Department of City Planning throughout the five boroughs. The proposed contextual rezonings direct the appropriate location for residential, commercial and community facility growth with regulations controlling building scale and density. This current city-wide policy initiative recognizes the value of preserving neighborhoods and prevents out-of-character development. The proposed action would promote limited new construction that is consistent with zoning and public policy.

A detailed description of the existing and proposed zoning is detailed in the Project Description section of the report. In addition, zoning in the Future No-Action and Future With-Action conditions is detailed in the Development Scenario section.

#### *Residential Core – R6B*

Approximately 80% of the rezoning area would be rezoned from R6 zoning districts to R6B zoning districts.

Approximately 70 blocks currently zoned R6 would be rezoned to an R6B district to reflect the prevailing brownstone character of these areas. Seventy-six percent of the buildings in this district comply with the R6B district.

#### *Blocks between Park Avenue and Myrtle Avenue – R5B and R6B*

Approximately 10 blocks between the Park and Myrtle Avenue corridors would be rezoned from an R6 to contextual R5B and R6B zoning districts. These proposed districts would acknowledge the existing historic built character of this corridor and require that new development be consistent with the existing neighborhood character.

Areas with a predominant character of two- to three-story buildings would be rezoned to R5B. Seventy-three percent of the buildings in this district comply with the R5B designation.

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Areas developed with three- and four-story rowhouses would be rezoned to R6B, allowing for the expansion of some of the smaller buildings in the area, encouraging rehabilitation, instead of demolition. Eighty-three percent of the buildings in this district comply with the R6B district.

*Clinton Street between Fulton Street and Atlantic Avenue – R6A*

The proposed zoning would map an R6A zoning district along portions of two blocks frontages on Clinton Avenue between Fulton Street and Atlantic Avenue. Clinton Avenue is a wide street and the two block frontages contain a mixture of three- and four-story row houses and six- and thirteen-story apartment buildings.

The R6A district allows a maximum FAR of 3.0 for residential, mixed residential/commercial, and community facility buildings, with maximum building heights of 70 feet and maximum base heights of 60 feet. Eighty-six percent of the buildings in this district comply with the R6A district.

*Myrtle Avenue, Fulton Street, and Atlantic Avenue Corridors – R7A*

The proposed R7A district, with the Inclusionary Housing provision, allows apartment house construction. This change would encourage the development of underutilized sites which are currently vacant, or in marginal use, and would create new affordable units for and moderate income families.

The Fort Greene/Clinton Hill rezoning proposal would adapt a zoning text change adopted by the Commission and the City Council, offering incentives to create affordable housing in the proposed R7A districts. This Inclusionary Housing program, developed during the public review process of the Greenpoint-Williamsburg rezoning, promotes affordable units in both rental and condominium developments and targets affordable housing to a range of income levels.

A bonus for providing affordable housing would be available in the R7A district in the Fort Greene/Clinton Hill rezoning, where extra floor area (up to 4.6) would be accommodated within the contextual height limits of 80 feet after a setback at 65 feet.

Buildings can satisfy the affordable housing requirement by developing affordable units on-site or off-site, or by acquiring and preserving existing housing at affordable rents. Coupled with use of various NYC Housing Preservation and Development, Housing Corporation and New York State Housing Finance Agency finance programs, and the city commitment to development of affordable housing in Fort Greene/Clinton Hill.

*Commercial Overlays C2-4*

C2-4 commercial overlays are proposed on Myrtle, Grand and Dekalb Avenues and Fulton Street where existing C1-5, C1-3 and C2-3 commercial overlays are mapped. New C2-4 commercial overlays are proposed for six blocks on Atlantic Avenue and in several other locations not currently zoned for commercial use, but with predominately ground floor retail uses.

Commercial uses in C2 districts have a maximum FAR of 2.0. Residential, mixed commercial/residential and community facility uses in C2 commercial overlay districts are regulated by the underlying residential districts. Commercial uses in mixed use buildings cannot be located above the first floor.

Most commercial overlay districts that are currently mapped to a depth of 150 feet or more along Myrtle Avenue, Fulton Street and parts of Grand and DeKalb Avenue would be reduced to a depth of 100 feet to protect against the location of commercial uses in the midblocks. The new C2-4 overlays would be mapped to a depth of 100 feet. The exceptions to the 150 foot districts are proposed where there are small, irregularly shaped blocks where the districts would be mapped over the entire block.

## **B. SOCIOECONOMIC CONDITIONS**

The proposed action would not result in significant adverse impacts related to socioeconomic conditions or create substantial socioeconomic changes in the directly affected area.

According to the *CEQR Technical Manual*, the principal issues of concern with respect to socioeconomic conditions are:

- Direct (or primary) residential displacement;
- Direct (or primary) business and institutional displacement;
- Indirect (or secondary) residential displacement;
- Indirect (or secondary) business and institutional displacement; and
- Effects on specific industries.

### **Direct Residential Displacement:**

No direct residential displacement would occur as a result of the proposed action in the With-Action Scenario that would not occur in the No Action Scenario, and therefore no additional analysis of direct residential displacement was warranted for the proposed action.

### **Indirect Residential Displacement:**

The proposed action would not exceed the initial analysis thresholds cited in the *CEQR Technical Manual*. The proposed action is expected to result in a net increase of 546 dwelling units, of which 259 are affordable housing units. The net increase in the number of projected dwelling units results in an increase of 1,365 residents or a 1.3 percent increase in population. According to the *CEQR Technical Manual*, a proposed action that would increase the population in the study area by less than five percent would not be large enough to significantly affect socioeconomic trends.

### **Direct Business and Institutional Displacement**

To determine the potential for significant business or institutional displacement, the following questions/circumstances should be considered:

- If the business or institution in question has substantial economic value to the city or regional area and it can only be relocated with great difficulty or not at all.
- If a category of business or institution is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.
- If the business or institution defines or contributes substantially to a defining element of neighborhood character
- If a substantial number of businesses or employees would be displaced that would collectively define the character of the neighborhood.

The proposed action would be expected to generate a net gain of 35,278 sq. ft. of commercial space and a net loss of 166,781 sq. ft. of community facility space. Currently, a total of 51 businesses are located on 22 out of the 31 projected sites. A small portion of the projected sites are vacant, but the majority are underutilized and occupied by general retail, neighborhood services, automotive, and wholesale businesses, employing an estimated 553 persons (See Table 3.B-1). Businesses located on seven projected development sites are situated in an existing M1-1 zoning district and are expected to remain in their current location in the No-Action scenario, while all other businesses located on the 15 remaining projected development sites would be expected to close or relocate. Given that the induced change in business and institutional development is under the 200,000 square foot threshold as identified in the *CEQR Technical Manual*, no additional analysis of direct business or institutional displacement is warranted for the proposed action.

**Table 2: Businesses Located on Projected Development site**

Site No.	Businesses	Estimated Employees
1	Wash Cycle II Laundromat	10
	Mega Home and Bath Store	11
2	Exxon gas station	15
3	Northpoint Drugs Pharmacy	7
	Royal Price Department Store	17
4	John's Donut and Coffee Shop	4
	Nails by Tina	3
	RSP Grocery	3
	Miracles Barber Shop	4
5	Grace Kitchen Chinese Restaurant	5
	Bergen Bagel's	4
	Nikki Beauty Supply	4
	Hyah's Fresh Deli	4
	Associated Supermarket	45
	Myrtle Avenue Candy + Grocery	6
6	Unknown Active Industrial	3
	Unknown Industrial	2
7	New Fantastic Cleaners	6
	Wash Cycle Laundromat	7
	Blockbuster Video	13
	US Post Office	43
8	Willen Pharmacy	5
	Myrtle Avenue Car Service	10
9	Planet Pleasure adult book store	7
	White Castle	4

Site No.	Businesses	Estimated Employees
10	Unknown Storage	1
14	Citgo Gas Station	5
	Multi-brand Fast Food	6
15	Brooklyn Plaza Medical Center	70
17	Coastal Service Station	10
19*	Training Academy / Photo studio	35
20	Washington Mutual Bank	10
	Sister's Hardware	6
	DS Chiropractic	24
21	Clean Rite Center Laundromat	15
24*	V and A Brushless Car Wash	10
	V Rosa Auto Repair	
	NY Window tinting	
	Superior Atlantic Glass	
	M. Atlantis Auto Service	
	Nassau's Auto Collision	21
	Premier Roofing	14
25*	Rich Horizons Inc. (RE Brokerage)	14
	Automotive Electrical Service/Sales	7
26*	H Schacht Electrical Supply (wholesale)	11
27*	M& S Auto Service Station	8
28*	AutoZone	35
29*	Coastal Service Station	9
<b>Total</b>		<b>553</b>

\* Located in existing M1-1 zoning district.

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**Indirect Business or Institutional Displacement**

According to the *CEQR Technical Manual*, the analysis of indirect business or institutional displacement is concerned only with those businesses or institutions that meet one or more of the four criteria listed above in the description of screening thresholds for preliminary assessment of direct business or institutional displacement.

A number of African and Afro-Caribbean businesses are located in the Fort Greene and Clinton Hill neighborhoods. Mainly composed of art and furniture galleries, restaurants, and boutiques, these businesses helped to spur the resurgence in the Fort Greene area along Fulton Street, reviving it as not just a successful commercial corridor, but also as a cultural center.

The African and Afro-Caribbean businesses on Fulton Street are not expected to be indirectly displaced by the proposed action. The recent renovation of the Brooklyn Academy of Music and the proposed Atlantic Yards Arena and Redevelopment Project are two prominent projects in the area immediately adjacent to the Fort Greene and Clinton Hill proposed rezoning area, and projects whose market effects are already being felt by businesses located along Fort Greene's commercial corridors. Indirect business displacement is not expected as a result of the proposed action, as some of the commercial corridors in the study area, including Fulton Street, have already experienced substantial increases in commercial rental rates in recent years and these upward trends are expected to continue in the absence of the proposed rezoning in the Fort Greene and Clinton Hill area.

**Effects on Specific Industries**

The CEQR Technical Manual requires the assessment of adverse effects on a specific industry, which considers the following questions:

- Would the proposed action significantly affect businesses in any industry or category of businesses within or outside the study area?
- Would the proposed action indirectly reduce employment or impair the economic viability in the industry or category of businesses substantially?

The potential for impacts on any other specific industry does not exist in the study area. The study area is not home to a concentration of any single industry. The proposed action would not significantly benefit or harm any particular industry, either within or outside the study area. The proposed action would not likely impair the economic viability of any industry or category of business. Therefore, no significant adverse impacts on specific industries are expected and no further analysis is necessary.

As the proposed rezoning is not anticipated to directly or indirectly displace residences or businesses, or result in significant adverse impacts on specific industries, no further analysis is required.

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## C. COMMUNITY FACILITIES

The *CEQR Technical Manual* defines community facilities and services as public or publicly funded schools, hospitals, libraries, day care centers and police and fire services. A community facilities analysis examines a proposed action's potential effect on the provision of services by those community facilities. Direct effects occur when a particular action physically alters or displaces a community facility; indirect effects result from increases in population which creates additional demand on service delivery.

The proposed action would not result in physical alteration or displacement of any community facilities, therefore direct effects to existing community facilities are not expected as a result of the proposed action.

The *CEQR Technical Manual's* Table 3C-1: *Community Facilities and Services Thresholds* provides thresholds for analyses of indirect effects. Based on these thresholds, the addition of 293 market-rate (High Income) and 253 (Low-Mod Income) dwelling units generated by the proposed action does not require detailed analyses of hospitals, libraries, or police and fire services. However, the *CEQR Technical Manual* directs that if a proposed action could generate more than 50 public elementary and intermediate school students and 150 high school students, and/or if a proposed action could generate more than 50 children eligible for publicly funded day care, further analysis of the impact of the proposed action on the neighborhood public schools and publicly funded day care centers is warranted. The Ft. Greene/Clinton Hill Rezoning action is expected to generate 227 public elementary and intermediate school students and 41 public high school students (Table 4). In addition, the proposed action is expected to generate 86 children eligible for publicly funded day care. Further analysis of the impacts of the proposed rezoning on public elementary and intermediate schools and publicly funded daycare centers in this area is warranted.

### PUBLIC SCHOOLS

The Ft. Greene/Clinton Hill Rezoning Area is located within the boundaries of Community School District 13. Under the Department of Education's 2002 reorganization CSD 13 has been grouped with CSDs 14, 15 and 16 into Instructional Region 8 although *CEQR* analysis continues to focus on the school district.

### Existing Conditions

The Ft. Greene/Clinton Hill Rezoning Area is located within CSD 13 (Figure 6). As suggested in the *CEQR Technical Manual*, the study area for the analysis is a half-mile radius of the boundaries of the rezoning area, and schools located in or near that half-mile radius are identified in Table 1. Two CSD 15 elementary schools, PS 261 and PS 38, and one CSD 14 elementary school, PS 157, are located within or near the half-mile radius of the rezoning boundary. They are included in the analysis. While the half-mile radius extends somewhat into CSD 17, schools



Figure 7

# Fort Greene - Clinton Hill Rezoning EAS

## Publicly Funded Day Care and Head Start Facilities



DCP/Planning Coordination/April 2007



Community District

Rezoning Area



One Mile Radius

from that school district are not included in the analysis because they are in Instructional Region 6.

As shown in Table 3, all of the public elementary and intermediate schools within the Ft. Greene/Clinton Hill Rezoning study area are currently operating below capacity.

**Table 3**  
**Existing Study Area and CSD 13 Public School Enrollment, Capacity and Utilization, 2005-2006**

Elementary Schools	Enrollment	Capacity	Over/Under	Percent Utilization
PS 287 @ 50 Navy Street (PK-5)	218	390	-172	56
Urban Assembly School for Law and Justice (High School)	n/a	n/a	n/a	n/a
PS 307 @ 209 York Street (PK-5)	371	499	-128	74
PS 67 @ 51 St. Edwards Street (PK-5)	306	691	-385	44
PS 46 @ 100 Clermont Avenue (PK-5)	430	899	-469	48
PS 20 @ 225 Adelphi Street (PK-5)	451	923	-472	49
Urban Assembly Academy of Arts and Letters (High School- new in 2005-2006)	n/a	n/a	n/a	n/a
PS 11 @ 419 Waverly Street (PK-5)	501	789	-288	63
PS 56 @ 170 Gates Avenue (PK-5)	408	580	-172	70
PS 270 @ 241 Emerson Place (PK-5)	297	387	-90	77
Community Partnership Charter School	293	315	-22	93
PS 133 @ 375 Butler Street (PK-5)	276	437	-161	63
PS 9 @ 80 Underhill Avenue (PK-5)	540	746	-206	72
PS 282 @ 180 6 <sup>th</sup> Avenue (PK-5)	565	1,047	-482	54
PS 54 @ 195 Sanford Street (PK-5)	473	848	-375	56
PS 256 @ 114 Kosciusko Street (PK-5)	552	781	-229	71
PS 3 @ 50 Jefferson Avenue (PK-5)	645	878	-233	73
PS 38 @ 450 Pacific Street (PK-5) CSD 15	515	820	-305	63
PS 261 @ 314 Pacific St (PK-5) CSD 15	739	756	-17	98
PS 157 @ 850 Kent Ave (PK-5) CSD 14	325	1,218	-893	27
<b>Total for Elementary Schools in Study Area</b>	7,905	13,004	-5,099	61
<b>Total for Elementary Schools in CSD 13 (see notes)</b>	7,987	12,442	-4,455	64
<b>Intermediate Schools</b>				
JHS 113 @ 300 Adelphi Street (6-8)	912	1,418	-506	64
Satellite Three Middle School (6-8) (in PS 56 building)	329	363	-34	91
MS 571 (in PS 9 building)	284	386	-102	74
Satellite West MS (6-8) (in PS 307 building)	318	437	-119	73
MS 266 @ 62 Park Place (6-8) (in PS 77 Annex-Special Ed building)	230	246	-16	93
JHS 117 @ 300 Willoughby Ave (6-8) Brooklyn Prep High School	512	975	-463	53
	n/a	n/a	n/a	n/a

<b>Elementary Schools</b>	<b>Enrollment</b>	<b>Capacity</b>	<b>Over/Under</b>	<b>Percent Utilization</b>
<b>Total for Intermediate Schools in Study Area</b>	2,585	3,825	-1,240	68
<b>Total for Intermediate Schools in CSD 13 (see notes)</b>	4,007	6,513	-2,506	62
<b>Total for All Buildings in CSD 13 (see notes)</b>	12,936	20,049	-7,134	65
<p>Notes:</p> <p>Enrollment and capacity for individual schools: DOE, Utilization Profiles: Enrollment/Capacity/Utilization, 2005-2006. These figures include Pre-K enrollment in these buildings. Target Capacity Method figures are given. These reflect a school's anticipated capacity if Early Grade (K-3) Class Size Reduction, with 20 children per class, were implemented.</p> <p>Total for CSD 13 Intermediate school enrollment and capacity includes IS/HS seats.</p> <p>Total for All Buildings in CSD 13 includes high school seats in Urban Assembly School for Law and Justice, Brooklyn Prep HS, and Dr. Susan S. McKinney School for the Arts; special education seats; and charter school seats for Community Partnership Charter School in the PS 270 building.</p>				

**Future-No Action Condition**

Based on Future-No Action conditions, DCP projects that 765 market-rate dwelling units would be developed on the RWCDs development sites within the Ft. Greene/Clinton Hill Rezoning Area by 2017 without the Proposed Actions. In addition, a number of other projects have been identified in or near the rezoning area that are expected to generate 598 market-rate dwelling units. In total, 1,363 market-rate dwelling units are expected to be developed in or near the Ft. Greene/Clinton Hill Rezoning Area without the proposed action by 2017. This would generate 504 elementary and intermediate school students and 82 public high school students by 2017 (Table 2).

**Table 4  
Future-No Action:  
Number of Public School Students Generated Within the Ft. Greene/Clinton Hill Rezoning Area**

<b># of DUs</b>	<b>PS STUDENTS</b>	<b>IS STUDENTS</b>	<b>TOTAL PS/IS STUDENTS</b>	<b>HS STUDENTS</b>
1,363	368*	136*	504*	82*
<p>*Assumes Market-Rate/High Income Level <span style="float: right;"><i>CEQR Technical Manual, Table 3C-2</i></span></p>				

The latest available Department of Education enrollment projections (Actual 2005, Projected 2006-2015) were obtained, and the projections for 2015 were held constant for the 2017 build year. Overall, DOE projects a 27% decline in elementary and intermediate school enrollments in CSD 13 by 2017. As shown in Table 5, it is expected that there will be plenty of excess capacity in CSD 13 by 2017 to absorb students generated by Future-No Action projects.

**Table 5  
Future-No Action  
Estimated Public School Enrollment, Capacity and Utilization in 2017**

	<b>DOE Projected Enrollment by 2017</b>	<b>Additional No-Action Students by 2017</b>	<b>Total Projected Enrollment by 2017</b>	<b>Capacity</b>	<b>Over/ Under</b>	<b>% Util.</b>
<b>Elementary Schools</b>						
<b>Total for Elementary Schools in Study Area</b>	6,614	368	6,982	13,004	-6,022	54
Total for Elementary Schools in CSD 13	6,230	368	6,598	12,442	-5,844	53
<b>Intermediate Schools</b>						
<b>Total for Intermediate Schools in Study Area</b>	1,582	136	1,718	3,825	-2,107	45
Total for Intermediate Schools in CSD 13	2,452	136	2,588	6,513	-3,925	40
Notes: DOE's projected enrollment for 2015 was held constant to 2017. To estimate student enrollment in 2017 for elementary and intermediate schools within the study area the total number of students enrolled in those schools in 2005-2006 (DOE Utilization Enrollment) was multiplied by the DOE's projected percentage decrease. Elementary and intermediate schools were handled separately. The percentages of -22% for elementary and -38.8% for intermediate schools were applied to the CSD 13 study area school enrollment in 2005-2006 to estimate total enrollment for the CSD 13 schools within the study area for 2017. Corresponding DOE percentages for CSD 14 and CSD 15 were applied to those specific schools. For the CSD 14 elementary school, the 2005-2006 enrollment was multiplied by -19%; for the CSD 15 elementary schools, the 2005-2006 enrollment was multiplied by +13%. These were added together to estimate total enrollment for elementary schools within the study area by 2017. See <a href="http://www.nysca.org">www.nysca.org</a> for DOE Enrollment Projections (Actual 2005, Projected 2006-2015).						

**Future-With Action Condition**

Under the proposed action, an additional 293 market-rate and 253 affordable dwelling units could be created on the projected development sites by 2017. This would generate 227 elementary and intermediate school students and 41 public high school students by 2017 (Table 6).

**Table 6: Future-With Action  
Number of Public School Students Generated Within the Ft. Greene/Clinton Hill Rezoning Area**

	<b># of DUs</b>	<b>PS STUDENTS</b>	<b>IS STUDENTS</b>	<b>TOTAL PS/IS STUDENTS</b>	<b>HS STUDENTS</b>
Market Rate	293	79	29	108	18
Affordable	253	86	33	119	23
Total	546	165	62	227	41
<i>CEQR Technical Manual, Table 3C-2; High Income ratios were used for Market Rate and Low-Mod Income ratios were used for Affordable.</i>					

As shown in Table 7, the addition of 227 elementary and intermediate school students generated under the Future-With Action scenario by 2017 will only minimally increase school enrollment and utilization rates over the No-Action condition within the Study Area and in CSD 13 by 2017.

**Table 7  
Future-With Action  
Estimated Public School Enrollment, Capacity and Utilization in 2017**

	<b>Projected Enrollment by 2017*</b>	<b>Students Generated by Proposed Action**</b>	<b>Total Projected Enrollment by 2017</b>	<b>Capacity</b>	<b>Over/Under</b>	<b>% Util.</b>
<b>Elementary Schools</b>						
<b>Total for Elementary Schools in Study Area</b>	6,982	227	7,209	13,004	-5,795	<b>55</b>
Total for Elementary Schools in CSD 13	6,598	227	6,825	12,442	-5,617	55
<b>Intermediate Schools</b>						
<b>Total for Intermediate Schools in Study Area</b>	1,718	62	1,780	3,825	-2,045	<b>47</b>
Total for Intermediate Schools in CSD 13	2,588	62	2,650	6,513	-3,863	41
<p>*This includes students generated from 765 dwelling units on the RWCDS projected development sites that are assumed in both the No-Action and Action conditions, and from 598 dwelling units from developments, either planned or under construction, identified in or near the rezoning area.</p> <p>** This is based on the students generated from the increment of 546 dwelling units that could be developed on the RWCDS projected development sites (in addition to the 765 dwelling units identified in the No-Action condition) if the rezoning is approved.</p>						

**Conclusion**

The proposed Ft. Greene/Clinton Hill Rezoning is not expected to have a significant adverse impact on schools in the study area or in CSD 13. It is expected that there will be excess elementary and intermediate school capacity in both the No-Action and With-Action conditions.

**DAYCARE**

The Ft. Greene/Clinton Hill Rezoning Area is located within Brooklyn’s CD 2 (Figure 9). As suggested in the *CEQR Technical Manual*, the study area for the day care analysis is a one-mile radius of the boundaries of the rezoning area, and publicly funded day care and Head Start facilities located within or near that one-mile radius are identified in Table 8.

**Existing Conditions**

The Agency for Children’s Services notes the following on their website: “ACS does not directly operate childcare programs. Most children are served through contracts with hundreds of private, non-profit organizations that operate childcare programs in communities across the city. Children - ages two months through 12 years - are cared for either in group childcare centers that are licensed by the Department of Health or in the homes of childcare providers that are registered by the Department of Health. ACS also issues vouchers to eligible families that may be used by parents to purchase care from any legal childcare provider in the City.” As noted in the *CEQR Technical Manual*, children must meet income and social eligibility criteria in order to qualify for vouchers for publicly funded day care facilities. Social eligibility criteria that would qualify a family for publicly funded day care include the following: the family is involved in a child welfare case; the family is receiving public assistance and needs child care in order to take part in welfare-to-work programs; the family is employed but still low-income; and the family has a parent who is in a vocational or educational training program, who is actively seeking employment, or who is medically (or otherwise) incapable of caring for a child.

According to the most recent data obtained from the Agency for Children’s Services, collectively the day care centers within one mile of the Ft. Greene/Clinton Hill Rezoning study area are currently operating well below their capacity, with a total of 823 available slots (Table 8). Head Start facilities in this study area have a total of 41 available slots.

**Table 6**  
**Fort Greene – Clinton Hill Rezoning EAS**  
**Publicly Funded Daycare and Head Start Facilities Within or near One Mile of Rezoning Area**

Map Key Number	Facility Name	Address	Capacity	Enrollment	Available Slots
<b>DAY CARE CENTERS</b>					
1	ALONZO A. DAUGHTRY MEMORIAL DCC	460 Atlantic Avenue	30	25	5

Map Key Number	Facility Name	Address	Capacity	Enrollment	Available Slots
2	FRIENDS OF CROWN HEIGHTS #2	671-675 Prospect Pl	156	141	15
3	FRIENDS OF CROWN HEIGHTS	671-75 Prospect Pl	312	201	111
4	FRIENDS OF CROWN HEIGHTS-S7	671-75 Prospect Pl	75	32	43
5	PAL QUINCY DCC	5 Quincy St	95	72	23
6	BBCS/DUFFIELD CHILDREN'S CTR	101 Fleet Place	90	52	38
7	YELED V'YALDA TORAH DCC	12 Franklin Ave	35	37	-2
8	ALONZO A. DAUGHTRY MEMORIAL DCC INC. #2	333 Second St	75	52	23
9	FARRAGUT CHILDREN'S CENTER	32 Navy St	55	25	30
10	GRAHAM-WINDHAM CCC	110 Taylor St	55	40	15
11	BILLY MARTIN CHILD DEVELOPMENT CENTER	333 Classon Ave	72	55	17
12	IRVING PLACE DEVELOPMENT CENTER	81-87 Irving Pl	75	46	29
13	JOHN EDWARD BRUCE DAY CARE CENTER #2	1173 Bergen St	95	57	38
14	ASSOCIATION OF BLACK SOCIAL WORKERS CDC	1005-07 Bedford Ave	97	77	20
15	PARK PLACE DAY CARE CENTER	963 Park Place	100	58	42
16	WARREN STREET CENTER FOR CHILDREN AND FAMILIES	343 Warren St	60	53	7
17	WARREN STREET CTR FOR CHILDREN AND FAMILIES- S7	343 Warren St	25	27	-2
18	BETHEL BAPTIST DCC	242 Hoyt St	65	29	36
19	FIVE BLOCK DAY CARE CENTER	995 Carroll St	105	81	24
20	TABERNACLE CHURCH OF GOD.	34-52 Kosciuszko St	214	175	39
21	HAITIAN AMERICAN DCC #1	1491 Bedford Ave	95	61	34
22	MARTHA UDELL ECA	505 St. Marks Ave	100	69	31
23	YOUNG MINDS DCC	972 Fulton St	105	69	36
24	BEDFORD AVE DAY CARE CTR	40 Brevoort Pl	95	94	1
25	BEDFORD AVENUE DCC	40 Brevoort Pl	292	325	-33
26	HAITIAN AMERICAN DCC #3	813 Sterling Pl	152	108	44
27	MARCY CHILDREN'S CTR	494 Marcy Ave	55	31	24
28	BBCS WAVERLY CCC	143 Waverly Ave	95	60	35
29	NEVINS DCC	460 Atlantic Ave	110	64	46
30	THE SALVATION ARMY BEDFORD DCC	110 Kosciuszko St	39	29	10
31	NAT TURNER DCC	460 Atlantic Ave	50	24	26
32	BEDFORD HARRISON DC	2 Lee Ave	100	82	18
<b>HEAD START FACILITIES</b>					
33	WILLIAMSBURG Y	64 Division St	178	178	0
34	YELED V'YALDA	563 Bedford Ave	50	50	0
35	YELED V'YALDA	12 Franklin Ave	83	83	0
36	YELED V'YALDA	204 Keap St	52	52	0
37	YESHIVA	274 Keap St	197	193	4
38	YESHIVA	206 Wilson St	80	84	-4
39	BEDFORD STUYVESANT	5 Quincy St	74	55	19
40	MEDGAR EVERS	315 Vanderbilt Ave	74	76	-2
41	POLICE ATHLETIC LEAGUE	5 Quincy St	17	17	0
42	BEDFORD STUYVESANT	260 Jefferson Ave	40	37	3
43	BEDFORD STUYVESANT	262 Lexington Ave	57	50	7
44	BEDFORD STUYVESANT	510 Quincy St	110	109	1

Map Key Number	Facility Name	Address	Capacity	Enrollment	Available Slots
45	MEDGAR EVERS	71 Lincoln Pl	57	49	8
46	POLICE ATHLETIC LEAGUE	565 Baltic St	52	47	5
47	YELED V'YALDA	667 Eastern Parkway	67	67	0
Day Care Subtotal			3,174	2,351	823
Head Start Subtotal			1,188	1,147	41
Total			4,362	3,498	864
Source: Agency for Childrens Services: ACS Head Start, Head Start Programs Funded and February 2007 Enrollment, March 2007. ACS Child Care Services and Administration, Day Care Programs, April 2007.					

**Future-No Action Condition**

As noted in the Public School section of this Community Facilities analysis, a total of 1,363 market-rate dwelling units are expected to be developed within or near the Ft. Greene/Clinton Hill Rezoning Area without the proposed action by 2017, including 765 dwelling units to be developed on projected development sites. However, all of these dwelling units are expected to be market-rate. Under *CEQR* guidelines, a day care analysis is only warranted if affordable housing units which would generate children eligible for publicly funded day care are expected. Therefore no further analysis of the effect of the Future-No Action condition on publicly funded day care is needed.

**Future-With Action Condition**

Under the proposed action, an additional 293 market-rate and 253 affordable dwelling units could be created on the projected development sites by 2017. Based on the Low-Mod Income Ratios for Brooklyn in the *CEQR Technical Manual's* Table 3C-4, the proposed action's 253 affordable dwelling units would be expected to generate 86 children eligible for publicly funded day care by 2017.

Based on Future-With Action scenario, the addition of 86 children eligible for publicly funded day care services could be amply met by the existing capacity of day care facilities within or near one mile of the rezoning area (Table 8).

**Conclusion**

The proposed Ft. Greene/Clinton Hill Rezoning is not expected to have a significant adverse impact on day care facilities in the study area. It is expected that if the proposed action is adopted, there will continue to be more than enough publicly funded day care slots available to accommodate the need in both the No-Action and With-Action conditions in this area of Brooklyn.

**D. OPEN SPACE**

An open space analyses may be necessary when an action would potentially have a direct or indirect effect on open space. According to the *CEQR Technical Manual*, a direct

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open space impact would physically change, diminish, or eliminate an open space or reduce its utilization or aesthetic value. An indirect impact could result if an action would introduce a substantial new user population of greater than 200 residents or 500 employees. An action that would add more than 200 residents or 500 employees or a substantial number of other users to an area is typically assessed for any potential indirect impacts on open space.

This section examines the effect of the proposed zoning map change on publicly accessible open space resources in the vicinity of the project site. The analysis of open space resources has been conducted in accordance with the guidelines of the *CEQR Technical Manual* based on the reasonable worst case development scenario (RWCDS) identified for the proposed zoning changes. It is projected that an additional increment of 609 new dwelling units with 1,523 new residents could be developed within the ten-year analysis period as a result of the proposed zoning changes. The proposed action would result in 39,094 square feet of new commercial development which would not add more than 500 employees to the area. The projected population exceeds the preliminary threshold of 200 residents which warrants an assessment of the indirect effects of the proposed action on open space, as cited, in the *CEQR Technical Manual*. An initial quantitative assessment has been conducted to assess the potential effects of the projected increase in residential population resulting from the proposed zoning map amendment.

#### ***Initial Quantitative Assessment***

The methodology employed to conduct this assessment is defined by the *CEQR Technical Manual*. It examines the change in total population relative to total open space in the open space study area in order to determine whether the increase in projected user population would significantly reduce the amount of available open space for the area's population. The open space study area is defined to analyze both the proximity of open spaces and the population using those open spaces. It is generally defined by a reasonable walking distance that users would travel to reach local open space and recreation areas. The *CEQR Technical Manual* defines the study area as being typically a ½ mile radius for residential users and a 1/4-mile radius for commercial projects.

The study area for the proposed zoning map amendment was defined by first drawing a 1/2 mile radius around the development sites for the proposed rezoning. The open space study area consists of twelve census tracts with at least 50 percent of their area within a half mile of the project area. For the purpose of this analysis, the study area boundaries were drawn to include those census tracts within a half mile radius of the three projected development sites (Figure 8. *Open Space Inventory*).

#### ***Residential Population***

Table 7 breaks down the 2000 U.S. Census data which indicates there are approximately 138,611 residents of the 51 Census tracts that comprise the open space study area.

Table 9  
Open Space Study Area Population

Census Tract	Year 2000 Population
11	117
23	4,314
25	2,105
27	621
29.01	4,300
29.02	653
31	2,870
33	2,348
35	1,477
37	357
39	2,119
41	3,251
127	3,405
129.01	2,239
129.02	2,125
161	2,568
163	3,175
179	3,379
181	3,895
183	2,502
185.01	4,803
185.02	880
187	1,228
189	38
191	2,816
193	5,214
195	3,821
197	3,577
199	2,946
201	3,632
203	1,192
205	2,444
207	4,659
215	5,617
217	3,843
221	3,928
223	3,996
225	781
227	3,406
229	3,153
231	2,774
233	4,875
235	1,953
237	1,421
239	417
241	1,564
243	3,954
245	3,555
247	2,349
537	1,963
539	3,992
<b>Population Total</b>	<b>138,611</b>

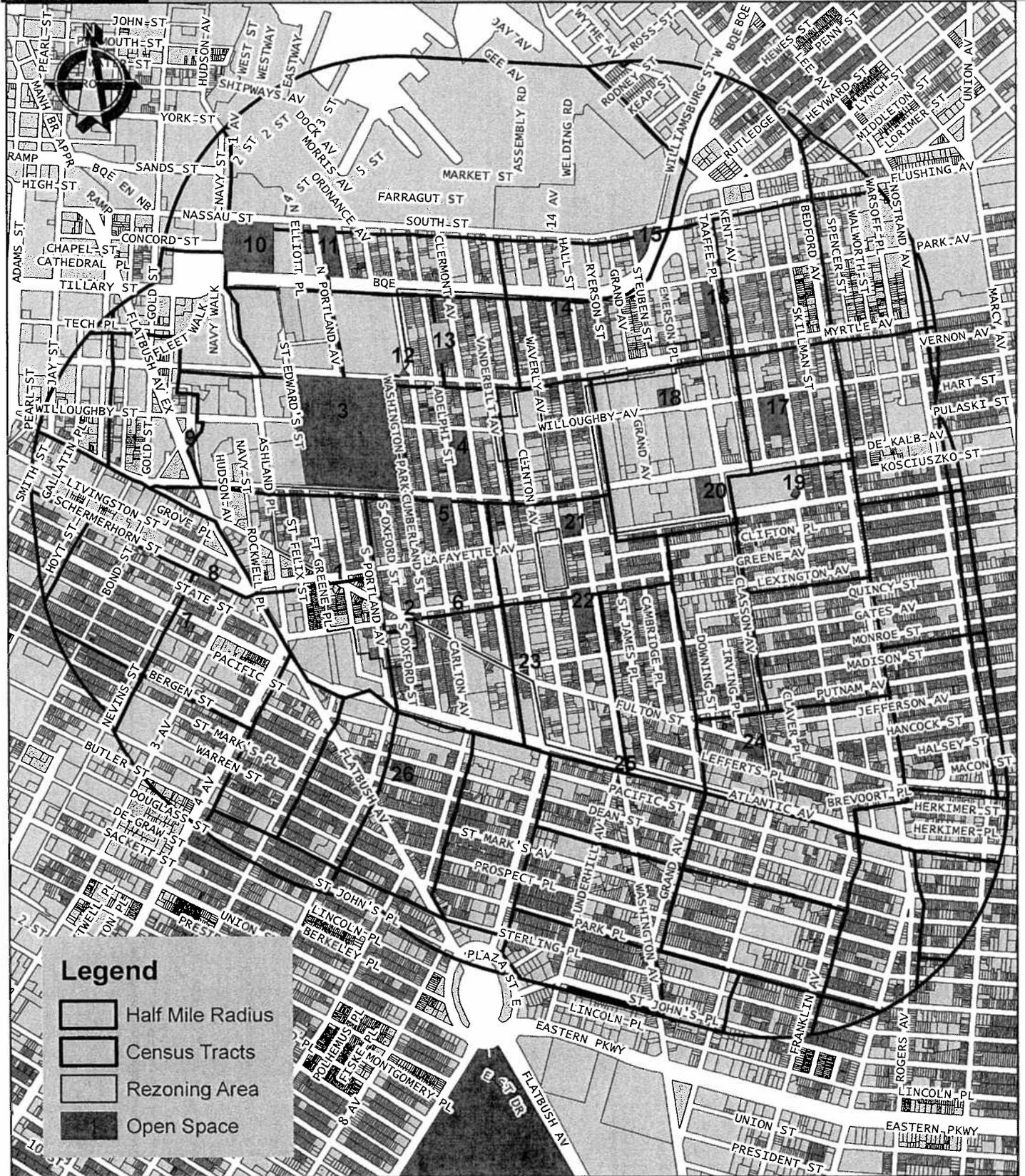
***Total Amount of Open Space***

DCP inventoried open space resources within the open space study area, using the files of the New York City Department of Parks and Recreation (NYCDPR) and by conducting a field survey. Open spaces outside the jurisdiction of DPR were included in this inventory if they were open and accessible to the public at the time of field work (midday and midweek), or if open hours were posted. Public space is defined in the *CEQR Technical Manual* as open space that is accessible to the public on a constant and regular basis for designated daily periods.

As shown in Table 10, the open space study area contains 60.564 acres of open space.

# Fort Greene / Clinton Hill Rezoning and Text Amendment

## Figure 8: Open Space Inventory



0 500 1,000 2,000 3,000 4,000 Feet

**Table 10: Open Space Inventory**

Number	Facility Name	Address	Acerage
1	Greenstreet	Fulton St, LaFayette St, South Elliot Pl	0.048
2	Cuyler Gore	Fulton, Cumberland Sts, Greene Ave	1.158
3	Fort Greene Park	Myrtle Ave, Cumberland St, Dekalb Ave	30.168
4	Albert Lysander Parham Plgd	Adelphi St, Clermont, Dekalb, Willoughby Aves	1.253
5	JHS 294 Playground	Dekalb Ave, Adelphi St & Carlton Ave	0.917
6	The Brooklyn Bears Carlton Ave	Carlton Ave, between Greene Ave & Fulton St	0.14
7	North Pacific Playground	Pacific Street betw Nevins St & 3rd Ave	0.155
8	Sixteen Sycamores Playground	Schermerhorn, Nevins Sts, 3rd Ave	0.567
9	University Plaza	Flatbush Ave Ext, bet Willoughby St & Dekalb Ave	1.161
10	Commodore J. Barry Playground	Nassau St., North Elliott Pl., N. 1st Avenue, BQE	10.391
11	Oxport Playground	Flushing Ave, N. Portland Ave & N Oxford St	1.033
12	J W Person Square	Myrtle & Carlton Aves	0.055
13	PS 46 Edward C Blum Plgd	Adelphi & Myrtle Aves	0.682
14	Washington Hall Park	Park, Washington Aves To Hall St	0.901
15	Steuben Playground	Flushing, Steuben St, BQE	1.171
16	Taffee Playground	Taffee Place, Park and Myrtle Avenues	1.821
17	Star Spangled Playground	Willoughby, Dekalb, Kent Aves, Skillman Street,	1.1
18	Pratt Playground	Willoughby Ave, Emerson Pl	0.918
19	Lafayette Gardens Playground	Skillman Street, Dekalb, Lafayette, Kent Aves	0.71
20	PS 270 Playground / Classon	LaFayette & Classon Aves	1.336
21	Underwood Park	LaFayette & Washington Aves	1.187
22	PS 11 Playground / Greene	Greene Ave bet Waverly & Washington Aves	1.259
23	Gateway Triangle	Vanderbilt, Gates & Fulton Avenues	0.137
24	Crispus Attakus Playground	Classon Ave, Fulton St, Irving Pl	0.934
25	Lowry Triangle	Washington & Undergill Aves, Pacific St.	0.11
26	Dean Playground	Dean and Bergen Sts, Carlton and 6th Aves	1.3
			60.564

**Open Space Ratio**

The open space ratio is the amount of open space acreage per 1,000 user population. For the proposed action, the open space ratio was calculated for the residential population within the open space study area. The Open Space inventory found in Table 10 indicates that the 138,611 person residential population is served by 60.564 acres of public open space. This acreage results in a ratio of 0.437 acres of open space per 1,000 residents within the open space study area.

**Projected Population Increase**

The incremental increase in residential population projected to occur as a result of the proposed action is 1,365 people. As noted previously, the existing residential population

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within the Open Space study area is 138,611. Therefore, the projected total residential population in the open space study area is anticipated to be 139,996 as a result of the proposed action.

### *Anticipated Change in Open Space Acreage*

No changes in the amount of open space are anticipated in the future with the proposed action.

### *Projected Open Space Ratio*

As a result of the proposed action, the open space ratio is projected to decrease from 0.437 acres per 1,000 residents to 0.433 acres per 1,000 residents, or a decrease of 0.92%.

### *Analysis*

The *CEQR Technical Manual* indicates that if the ratio decreases as a result of the proposed action, the applicant should consider the existing open space ratio and the extent to which the proposed action would alter that ratio. A City-wide survey indicated that half of all community districts have an open space ratio of 1.5 acres of open space per 1,000 residents. While a 1.5 open space ratio is considered to be adequate, the City attempts to achieve a ratio of 2.5 acres per 1,000 residents on large scale plans and proposals.

Decreases in open space ratio would generally warrant a more detailed analysis under the following conditions:

- If the decrease in open space ratio would approach or exceed 5 percent
- If the study area exhibits a low open space ratio.

The projected 0.92% decrease in the open space ratio would not constitute a substantial change. A 0.92% decrease in the open space ratio in this area would not have the potential to result in significant adverse impacts, and detailed analyses are not warranted. In addition, it should also be noted that the 526-acre Prospect Park is located just beyond a half mile of the open space study area. Prospect Park provides active and passive recreation uses, offering a variety of recreation activities. Residents will travel somewhat further than a half mile to utilize a major regional park such as Prospect Park.

## **E. SHADOWS**

The proposed action is not expected to result in significant adverse shadow impacts.

The *CEQR Technical Manual* defines a shadow as the circumstance in which a building or other built structure blocks the sun from the land. An adverse shadow impact is considered to occur when the shadow from a proposed project falls on a publicly accessible open space, historic landscape or other historic resource if the features that

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make the resource significant depend on sunlight or if the shadow falls on an important natural feature and adversely affects its uses and/or important landscaping and vegetation. In general, shadows on City streets and sidewalks or on other building are not considered significant under CEQR. In addition, shadows occurring within an hour and a half of sunrise or sunset generally are not considered significant under CEQR.

Pursuant to the guidelines of the *CEQR Technical Manual*, a screening analysis has been conducted for all potential and projected development sites where new development 50 feet high or taller, could be constructed, or for shorter structures adjacent to important features. The screening analysis considers whether or not any shadow-sensitive features, as defined above, could be affected by project-generated shadows. The longest shadow a structure would cast, except for periods close to dawn or dusk, is 4.3 times the structure's height. Therefore, for each development site containing building heights greater than 50 feet, the screening analysis considers whether there are any shadow sensitive locations within a distance of 4.3 times the anticipated height of new, action-induced development. This distance determines the study area for the shadows analysis.

#### **Open Space Screening Analysis**

The screening analysis found that the longest shadows that could be cast by projected and potential development would be 344 feet. There are five projected development sites that are adjacent to existing traffic islands listed in the open space inventory (Open Space sites 1, 2, 23, 23; Development sites 1, 15, 17, A, I). While the green streets are located within 344 feet of the development sites, the potential exists for development of buildings without height limits in the future without the proposed action. In the future with the proposed, action, all new buildings would have height limits, eliminating the possibility the proposed action to result in additional adverse impacts.

#### **Landmark Screening Analysis**

##### **St. Mary's Episcopal Church**

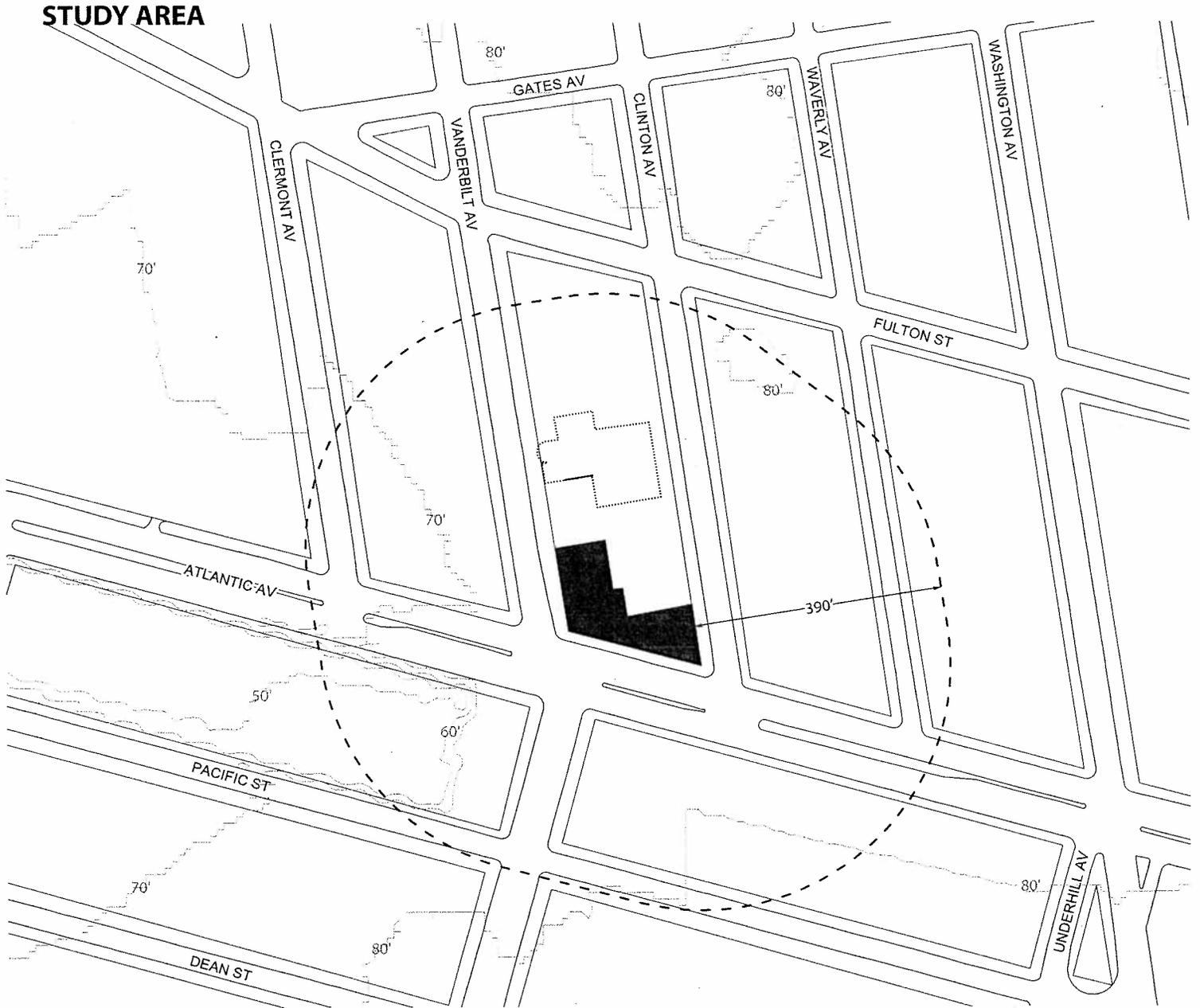
The screening analysis found that Potential Sites D and F and Projected Site 12 are within a 344 foot radius of St. Mary's Episcopal Church, an LPC, State and Nationally designated landmark, located at 230 Classon Avenue. However, for these three sites, the building height increment is less than the 50 foot increment threshold that would trigger a shadow analysis. Furthermore, the church is located south of the development sites where no shadow could fall.

##### **The Elwell House, 70 Leffert's Place**

The Elwell House, an 18<sup>th</sup> Century mansion in Italianate style, is located adjacent to and north of Potential Development Sites Y and Z (Figure 13). Future development on Potential Development Sites Y and Z would cast shadows on this landmark mansion. However, since the Elwell House exhibits no sunlight-sensitive features, such as stained glass windows, no significant adverse impacts from shadows should be expected.

##### **Church of St. Luke and St. Matthew Episcopal Church, 520 Clinton Avenue,**

Figure 9: St. Luke's Church Analysis  
Shadow Length



Ground Elevations



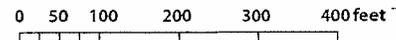
Proposed Building Site



Perimeter Showing Longest Possible Shadow Length



Historic Resource



# SITE 24 (Vanderbilt Ave & Atlantic Ave) SHADOW STUDY

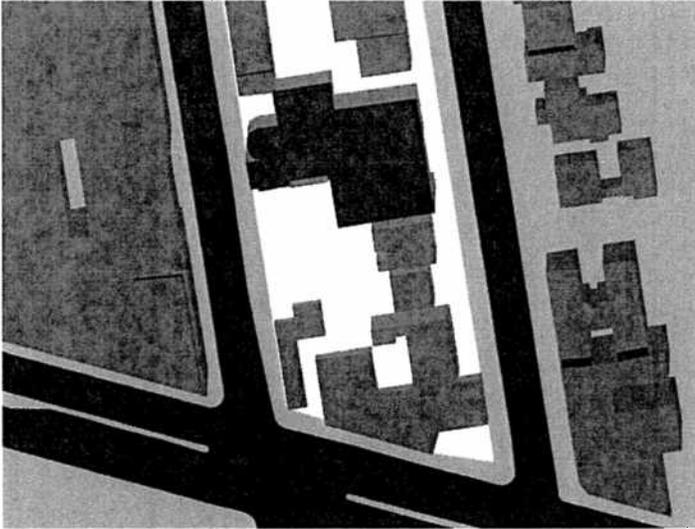
## Project Site and Resource



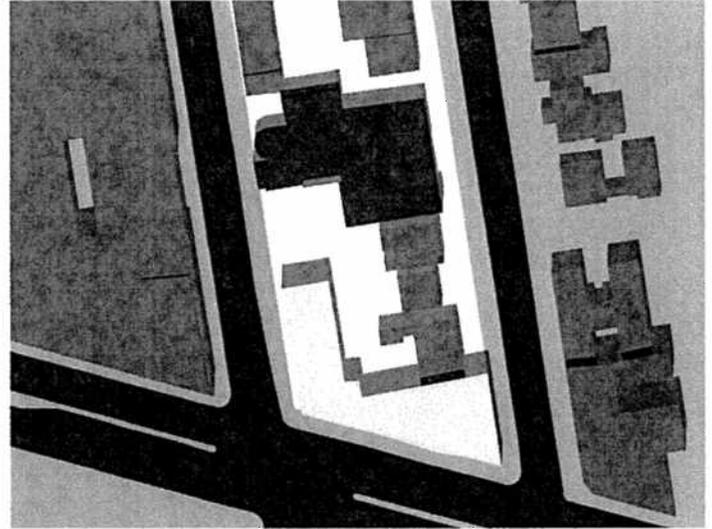
Significant Resource Project Site

# SITE 24 (Vanderbilt Ave & Atlantic Ave) SHADOW STUDY

## Shadows from 80-foot Building: JUNE 21 - Noon

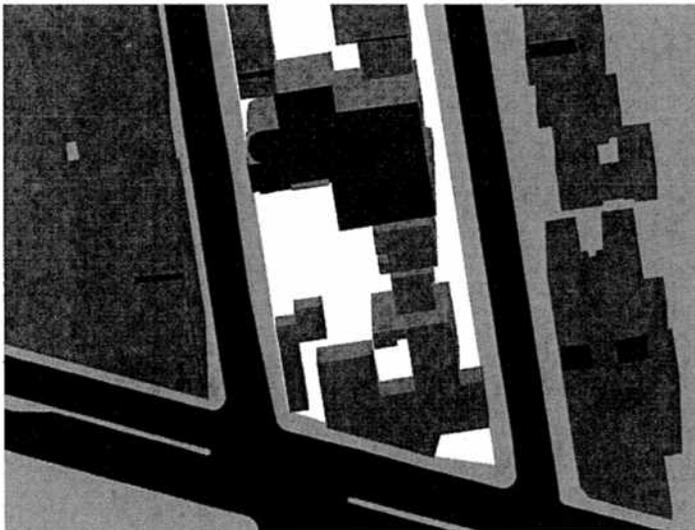


No-Action Condition

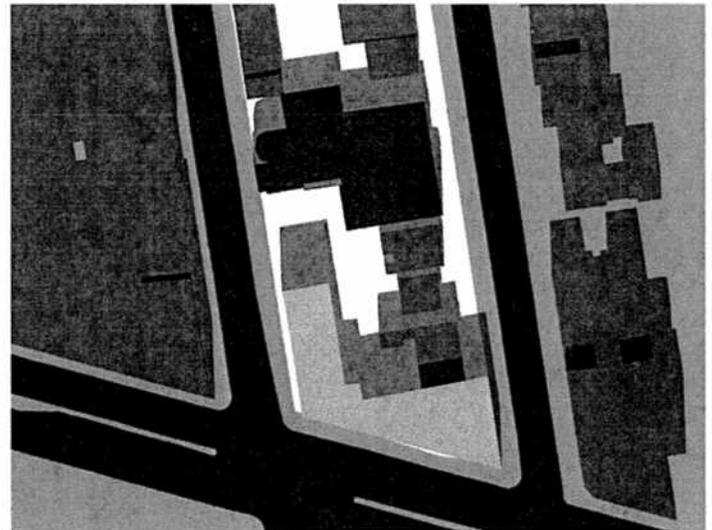


With-Action Condition

## MARCH 21 - Noon



No-Action Condition



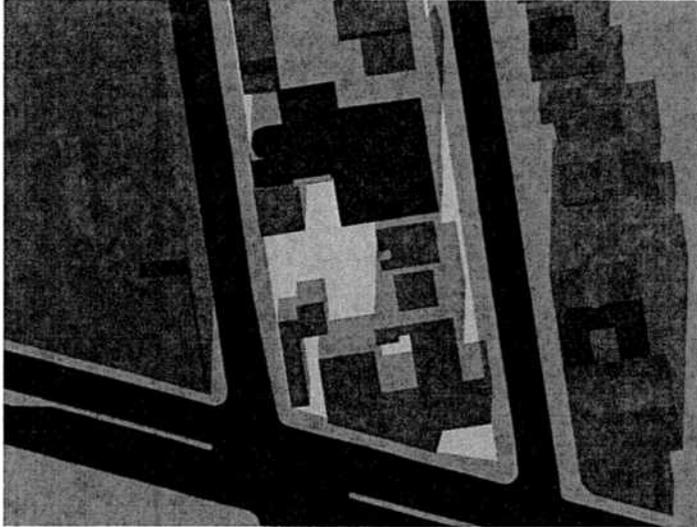
With-Action Condition

 Significant Feature Dependent on Sunlight (Window)

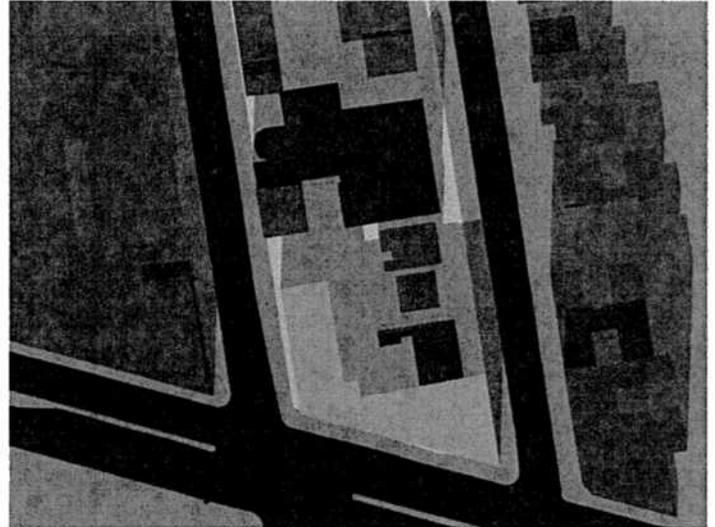
 Historic Resource (Church)



**Shadows from 80-foot Building:  
DECEMBER 21 - Noon**

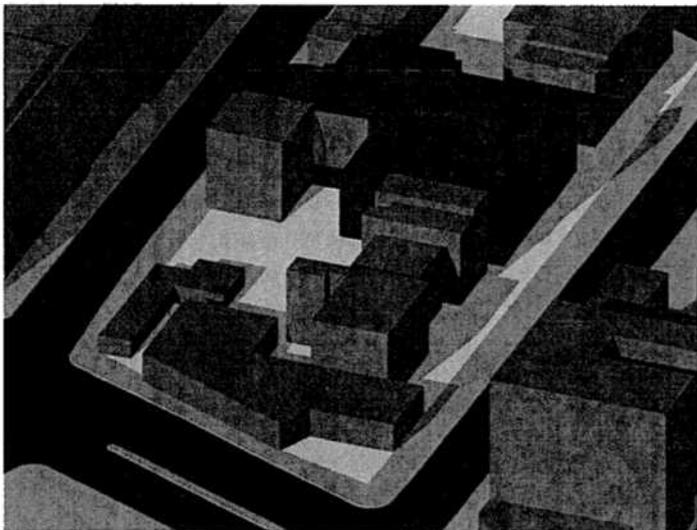


No-Action Condition

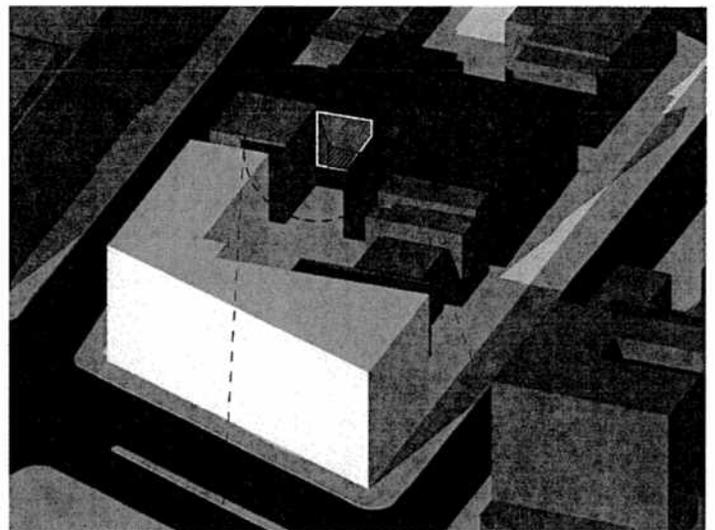


With-Action Condition

**SHADOW INCREMENT**

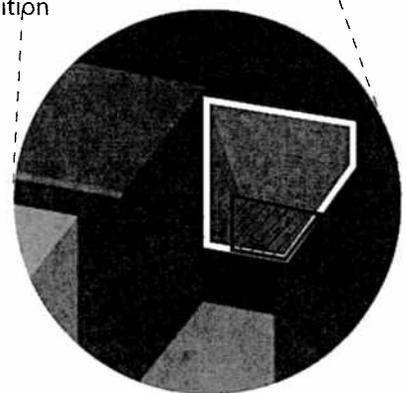


No-Action Condition



With-Action Condition

-  Significant Feature Dependent on Sunlight (Window)
-  Historic Resource (Church)
-  Shadow Increment



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The screening analysis also found that a landmark church, St. Luke's Episcopal Church is located within 344 feet of Projected Development Site 24 (Figure 9). The church is one of the largest 19<sup>th</sup> century ecclesiastical buildings in Brooklyn, with an exceptionally dramatic street façade along Clinton Avenue which would not be affected by shadows cast by the projected development site. The design of the church is loosely based on the Romanesque churches of Northern Italy. Significant features of the structure include stained glass windows, located on all sides. There is a newly constructed, 5-story apartment building located 529 Vanderbilt Avenue, immediately adjacent to the church and the stained glass windows on the southern facade. The affects of the shadows cast from this structure were reviewed as part of the screening analysis.

In accordance with the *CEQR Technical Manual*, four different times of the year were analyzed: March 21, June 21 and December 21. The church is located north of site 24 and at each time of year, the shadow analysis was conducted for shadows on the south façade of the church's main sanctuary (Figure 10).

On March 21 and on June 21, neither the shadows cast by the approximately 20 foot tall building in the no-action scenario, nor those cast by an 80-foot tall building on the development site in the with-action scenario would reach St. Luke's Church

On December 21, from 10:43 AM until 1:43 PM, the shadows cast by the 20-foot building from projected development Site 24 in the no-action scenario would not reach the Church of St. Luke. In the with-action scenario, shadows from Site 24 would reach a portion of each of the three stained glass windows located on the southern façade of the church. However, the intervening apartment building adjacent to the church also projects shadows that reach the stained glass windows. As shown in Figure 12, the shadows from Site 24, would reach the lower portion of the windows for three hours and overlap with a portion of the shadow projected by the intervening apartment building at the same time of day. The result is that the shadows cast from Site 24 would result in approximately twenty-five percent of the stained-glass window area on December 21 for three hours, leaving 75% of the windows exposed to sunlight. Therefore, the relative loss of sunlight on the stained glass windows is minimal and the proposed action would not result in a shadow impact.

Therefore, further analysis is not warranted and no significant adverse impacts related to shadows are anticipated.

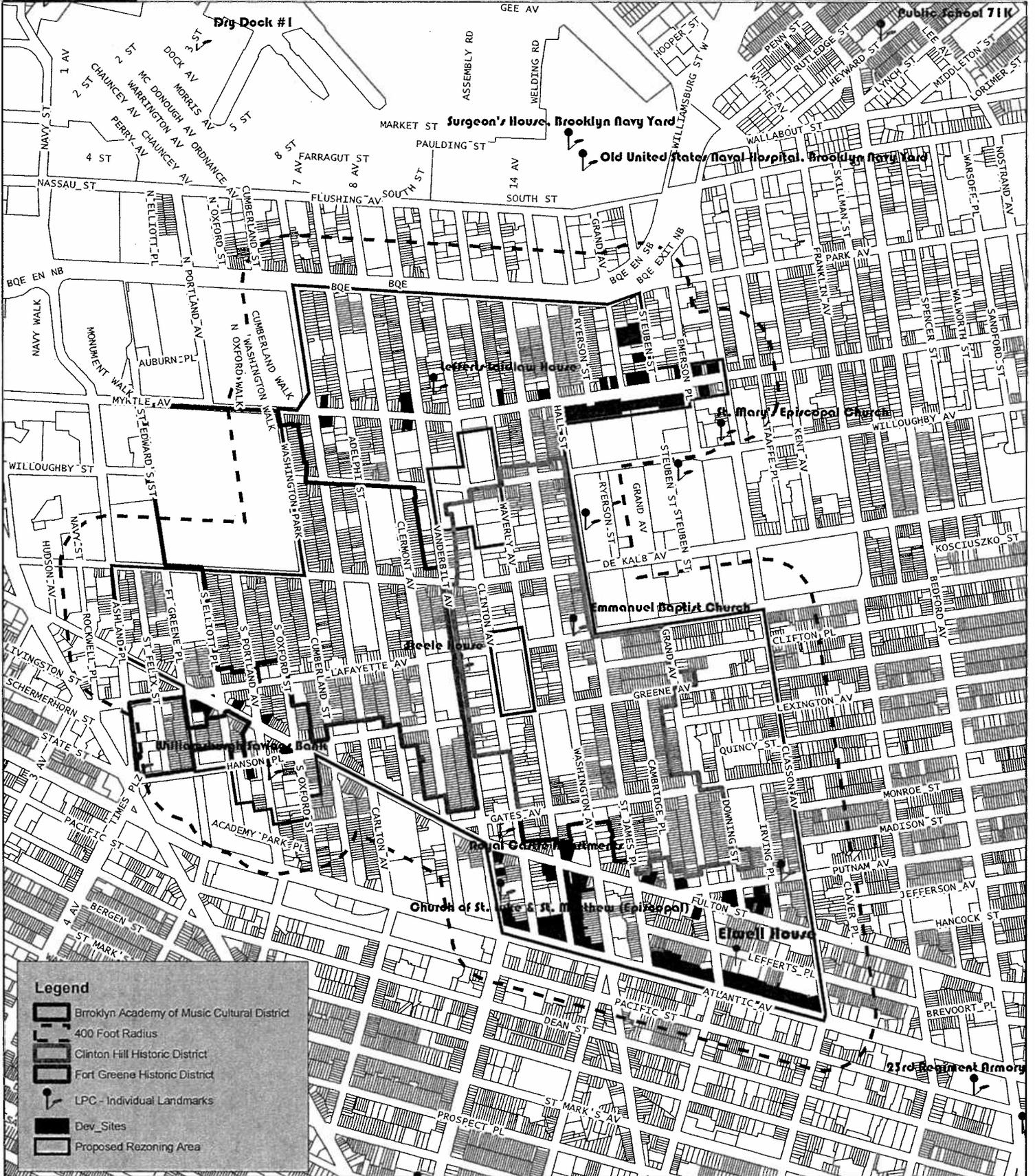
## **F. HISTORIC RESOURCES**

The proposed action would not result in significant adverse impacts on historic resources.

Historic resources include both archaeological and architectural resources. Archaeological resources are physical remains, usually subsurface, of the prehistoric and historic periods such as burials, foundations, artifacts, wells, and privies. Architectural

# Fort Greene / Clinton Hill Rezoning

Figure 13: Historic Resources  
Architectural Resources



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resources include historically important buildings, structures, objects, sites, and districts. They also may include bridges, canals, piers, wharves, and railroad transfer bridges that may be wholly or partially visible above ground.

Under both the "Future No-Action" and the "Future With-Action" conditions (see Development Scenario), a total of 57 projected and potential development sites were identified with twenty nine (29) considered as projected and twenty eight (28) as potential. To insure a conservative analysis, all 57 sites were reviewed to determine the possibility for site specific impacts attributable to the proposed action, including the possible adverse impacts associated with archaeological and architectural resources.

### *Archaeological Resources*

The analysis of potential archaeological resources focuses on those areas where excavation is likely (the new development sites), since these are the sites where any archaeological resources that might be present would most likely be disturbed as a result of the proposed actions. The Landmarks Preservation (LPC) Commission was asked to evaluate the possibility that archaeological resources may exist on the new development sites.

All of the projected and potential development sites have experienced previous soil disturbance, and the New York City Landmarks Preservation Commission (LPC) has determined preexisting archaeological resources are unlikely to remain on any of the development sites.

For the development sites along Myrtle and Fulton Avenues, the analysis concluded that the proposed action would not result in increased ground disturbance. For these sites, the extent of ground disturbance is expected to remain the same under both the no-action and with-action condition.

The seventeen (17) development sites along Atlantic Avenue are expected to have increased ground disturbance with the proposed action. However, there are no archaeological resources either on these sites or in nearby areas. Therefore, the proposed action is not expected to result in significant adverse archaeological resource impacts.

### *Architectural Resources*

The analysis of architectural resources focuses on potential effects that could result where proposed construction activities might physically alter an historic structure, where construction may be close enough to an historic structure to potentially cause structural damage, and also to account for visual or contextual impacts. The study area for architectural resources was defined as the rezoning area and the blockfronts that face it. Within the study area, architectural resources considered comprise officially recognized

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historic resources—properties listed on the State and National Registers of Historic Places (S/NR), or determined eligible for such listing; New York City Landmarks (NYCLs) and Historic Districts, and properties determined eligible for landmark status. Potential architectural resources that appear to meet eligibility criteria for listing on the S/NR or NYCL designation were also identified.

### **Historic Districts**

The proposed rezoning area and its immediate surrounding area contain four historic districts and twelve individual landmark structures (see Figure 13 *Architectural Resources*).

Two of the Historic Districts are located within the study area. The Fort Greene Historic District, which encompasses 19 blocks, was designated by the New York City Landmarks Preservation Commission (LPC) in 1978. The district was established in recognition of its architectural merits and historic integrity of this middle nineteenth century neighborhood. It is notable for its simple brick Italianate, French Second Empire and Early Romanesque Revival-style architecture. The Clinton Hill Historic District, which encompasses 31 blocks, was designated by the LPC in 1981. The district was established in recognition of the diverse architectural merits and historic integrity of this middle nineteenth century neighborhood. It is notable for its large suburban neo-Greco, Gothic Revival residences as well as its Italianate brick and brownstone rowhouses.

For the portions of the proposed rezoning area within the Fort Greene and Clinton Hill Historic Districts, the proposed actions would preserve land uses and building types through the mapping of contextual zoning districts. The proposed zoning changes would encourage the preservation of building arrangements, protecting the detached, semi-detached character and attached character of many existing lower density blocks. There are no development sites located within the historic district. Projected Development Site 21, Potential Development Site K and Potential Development Site M share a rear property line with the adjacent to the Clinton Hill Historic District (Figure 13). The contextual zoning districts being established on these sites would regulate the height and bulk of any new buildings to be consistent with the existing character and built form of the historic districts. The maximum building height for each of these sites is 80 feet, with a base height of 23 feet and a 30 foot setback. Furthermore, the proposed zoning regulations require a 30 foot rear yard from the rear property line for new residential construction on these development sites. Therefore, any effects from construction on the projected and proposed development sites would be confined to the site upon which construction takes place and would not affect adjacent sites that lie within the Clinton Hill Historic District. Because of these protections, no significant adverse architectural impacts are expected within the historic districts.

Two historic districts are located just outside of the proposed rezoning area. The Landmarks Preservation Commission designated the Brooklyn Academy of Music Historic District on September 26, 1978. It is roughly bounded by Lafayette Avenue,

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Fulton Street, South Portland Avenue, Hanson Place and Ashland Place. The rear portion of Projected Development Site 15 is directly adjacent to the Brooklyn Academy of Music Historic District. Because the Zoning Resolution requires a 30 foot rear yard, construction activities would not affect the Historic District. Therefore, the location of the site adjacent to the Historic District would therefore not result in a significant adverse impact.

The Pratt Institute Historic District is also located just outside of the proposed rezoning boundary. It was designated by the National Register of Historic Places on March 25, 2005. It is roughly bounded by Hall Street, Dekalb Avenue, Willoughby Street and Emerson Place. There are no development sites that would affect this historic district, therefore, there is no potential that the action could result in a significant adverse impact.

### Individual Landmarks

In addition to the Historic Districts, the following individual landmarks are located within the proposed rezoning area:

1. Church of St. Luke and St. Matthew Episcopal Church, 520 Clinton Avenue; also listed on the National Register of Historic Places. It has been described as one of the grandest 19th-century ecclesiastical buildings in Brooklyn. It is located approximately 50-feet south of Potential Development Site J, and about 150-feet north of Projected Development Site 24. The development of these sites would not alter the visual context of the historic resource. As noted in the “Shadows” section above, shadows from Site 24 would reach a portion of each of the three stained glass windows located on the southern façade of the church. However, since the shadow would fall for only during the winter and for a short duration of time, there would be no significant adverse impact.
2. Lincoln Club / New Mechanics Temple, Independent United order of Mechanics of the Western Hemisphere, 65 Putnam Avenue; also listed on the National Register of Historic Places. It is a flamboyant Queen Anne structure of brick, stone and terra-cotta. It is located approximately 150-feet northwest of Projected Development Site 23. Development of Site 23 would not alter the visual context of this historic resource since the proposed actions would restrict future development to a scale, visual prominence, and context that is consistent and compatible with existing development. The historic resource could be affected by shadows cast by the development of Site 23, however, since the resource does not have any sun-sensitive features, no significant adverse impacts would occur. Therefore, no impacts to this historic resource are expected to occur as a result of the proposed actions.
3. Royal Castle Apartments, 20-30 Gates Avenue. It is one of the earliest elevator apartment houses in Clinton Hill. The structure is faced with brick and limestone and has a roofline with projecting arched gables. It is approximately 200-feet

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north of Projected Development Site 17. Development of Site 17 would not alter the visual context of this historic resource since it is some distance away and the proposed actions would restrict future development to a scale, visual prominence, and context that is consistent and compatible with existing development. Even with the presence of intervening buildings, the historic resource could be marginally affected by shadows cast by the development of Site 17, however, since the resource does not have any sun-sensitive features, no significant adverse impacts would occur. Therefore, no impacts to this historic resource are expected to occur as a result of the proposed actions.

4. Hanson Place Baptist Church, now Hanson Place Baptist Church, 88 Hanson Place; also listed on the National Register of Historic Places. It is an unusual church that combines the round-arched brick forms of the Early Romanesque Revival with a grand Corinthian temple front. It is approximately 700-feet southwest of the nearest development site, Projected Development Site 16. The development site is too far from the resource to alter its visual context, or to affect it by shadows. Therefore, no impacts to this historic resource are expected to occur as a result of the proposed actions.
5. Joseph Steele House, 200 Lafayette Avenue. Erected in the early 1850's, this wood-frame house is an example of a transitional style, combining Greek Revival and Italianate elements. The structure is over 1000-feet from the nearest development site. The development sites are too far from the resource to alter its visual context, or to affect it by shadows. Therefore, no impacts to this historic resource are expected to occur as a result of the proposed actions.
6. Emmanuel Baptist Church, 279 Lafayette Avenue; also listed on the National Register of Historic Places. Built of light-colored Ohio sandstone, the church recalls the medieval gothic cathedrals of France, including a towered chapel on St. James Place. The structure is over 1000-feet from the nearest development site. The development sites are too far from the resource to alter its visual context, or to affect it by shadows. Therefore, no impacts to this historic resource are expected to occur as a result of the proposed actions.
7. Lefferts Laidlaw House, 132 Clinton Avenue; also listed on the National Register of Historic Places. Erected in the late 1830's, this wood-frame house is an example of the Greek Revival style. An addition to the house was constructed prior to 1855. It is located approximately 150-feet west of Projected Development Site 2. Development of Site 2 would not alter the visual context of this historic resource since the proposed actions would restrict future development to a scale, visual prominence, and context that is consistent and compatible with existing development. The historic resource could be affected by shadows cast by the development of Site 23, however, since the resource does not have any sun-sensitive features, no significant adverse impacts would occur. Therefore, no impacts to this historic resource are expected to occur as a result of the proposed actions.

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8. The Elwell House, 70 Leffert's Place, also listed on the National Register of Historic Places. Crowned by an intricate cupola, this 2 ½ story wood-frame house still has many of its original Italianate features, including a low-pitched roof with wide, overhanging eaves and decorative wood brackets, attic windows, a pronounced front pediment, and paired arched windows on the second story of the front façade. It is located approximately 100-feet north of Potential Development Sites Y and Z. The development of these sites would not alter the visual context of this historic resource, since the development sites are on Atlantic Avenue rather than Leffert's Place. The historic resource could be affected by shadows cast by the development of the sites, however, since the resource does not have any sun-sensitive features, no significant adverse impacts would occur. Therefore, no impacts to this historic resource are expected to occur as a result of the proposed actions.

The following New York City Landmarks are located within a ¼ mile radius of the proposed rezoning area.

1. Pratt Institute Library, 224-228 Ryerson Street
2. Pratt Institute Main Building, 215 Ryerson Street
3. Pratt Row Houses, 220-234 Willoughby Avenue, 171-185 Steuben Street and 172-186 Emerson Place
4. St. Mary's Episcopal Church, 230 Classon Avenue; also listed on the National Register of Historic Places.
5. Williamsburg Savings Bank Building, 1 Hanson Place.

All of these landmarked buildings are located more than 200-feet, and to the south, from the nearest development site. The development sites are too far from these resources to alter its visual context. Furthermore, since the development sites would be casting shadows to the north, there is no potential for these resources within a ¼ mile radius of the proposed rezoning area to be affected by project-induced shadows. Therefore, no significant adverse impacts to the historic resources are expected to occur as a result of the proposed actions.

## **G. URBAN DESIGN/VISUAL RESOURCES**

The proposed action is not expected to result in significant adverse impacts to Urban Design/Visual Resources.

The proposed action would preserve area land uses, bulk and building types through the mapping of contextual zoning districts. These proposed changes encourage the

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preservation of building arrangements, protecting the predominant character of brownstone/rowhouse blocks. Under the proposed rezoning and text amendment, Myrtle Avenue, Fulton Street, and Atlantic Avenue would encourage small apartment houses with ground floor retail use. Along Myrtle Avenue and Fulton Street, the proposed action would change the zoning from an R6/C1-2 to R7A/C2-4 allowing modest growth along the commercial corridors while preserving the predominant character on the midblocks. Along Atlantic Avenue, the proposed action would change the zoning from an M1-1 to R7A/C2-4 allowing commercial and residential growth on this important commercial corridor. In addition to the proposed zoning change, the proposed text amendment would increase the allowable FAR in an R7A district to a 4.60 versus the standard 3.45.

The proposed action would promote new construction that is consistent with existing uses, density, scale and bulk and would not alter existing block forms, street patterns, streetscape elements, or street hierarchy.

### **Urban Design**

#### *Residential Areas*

The residential areas are characterized by brownstone houses of two to four rowhouses stories of the 1840's and 1850's, within a regular grid of streets. Approximately 75% of the entire study area is made up of these housing types (one- and two- family homes or walk-up apartment buildings).



Figure 14: Carlton Avenue Brownstones

The Wallabout neighborhood, located at the northern section of the rezoning area between Park and Myrtle Avenues, is noted for having the largest concentration of pre-Civil War, wood frame houses in the city. The homes were originally built as housing for employees of the nearby Brooklyn Navy Yard.



Figure 15: Wallabout Neighborhood



Figure 16: Wallabout Neighborhood

### *Commercial Areas*

Approximately eleven percent of the study area is comprised of mixed commercial and residential buildings, and Myrtle Avenue and Fulton Street are lined with ground floor retail and several floors of residences above.



Figure 17: Myrtle Avenue

In the no-build development scenario, structures of up to 2.43 FAR could be built; if using height factor zoning, this FAR could be maximized at 13 stories, although there is no height limit in R6 districts. A building constructed to Quality Housing standards, which are optional in R6 districts, could be 70 feet tall. The proposal maps an R7A district on Myrtle Avenue and Fulton Street which allows for buildings with a street wall of 65 feet, then, after a setback, a total building height limit of 80 feet.

### *Manufacturing Areas*

Portions of six blocks located along the north side of Atlantic Avenue at the southern boundary of the study area is zoned M1-1, the area is currently comprised of some light-manufacturing and commercial uses.

In the no-build development scenario, structures of up to 1.0 FAR could be built for manufacturing and commercial uses and 2.4 FAR for buildings partly used for community facility use, but only by special permit. The proposal also maps an R7 district on Atlantic Avenue.



Figure 14: Atlantic Avenue between Classon and Grand Avenue

### Visual Resources

According to the *CEQR Technical Manual*, an area's visual resources are its unique or important view corridors, vistas or built features. As discussed in the Historic Resources section, the Fort Greene Historic District and the Clinton Hill Historic District as well as eight individual landmarks are located within the proposed rezoning area, which create the unique architectural characteristics of these neighborhoods. In addition, Fort Greene Park affords views of thirty acres of parkland from its eastern and southern borders. At the top of a hill in the center of the park stands the Prison Ship Monument, commemorating Revolutionary War prisoners, which can be seen from many points in the neighborhood.

### Conclusion

The proposed action would reinforce the character, bulk, density of the rezoning area and would provide for limited development opportunities along Myrtle Avenue, Fulton Street and Atlantic Avenue. New development would be consistent with existing uses, bulk and building type, with no impact on block forms, street patterns or streetscape elements.

Through the use of established contextual zoning districts, the current fabric of urban design is reinforced and the potential impacts from the action would be considered beneficial, rather than adverse. In addition, as the amount of new development is to be built within the current built context and block form, the action would not alter the public parks, any landmark structures, or natural resources. Consequently, significant adverse impacts are not anticipated and further detailed analyses are not warranted.

## H. NEIGHBORHOOD CHARACTER

As defined in the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. These elements typically include land use, urban design, visual resources, historic resources, socioeconomics, traffic, and noise.

Reviewed individually for their potential for cumulative impacts, the proposed action would not result in:

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- development that would conflict with existing uses, conflict with land use policy or other public plans for the area, change land use character, or result in a significant land use impact;
  - substantially different building bulk form, size, scale or arrangement; block form, street pattern or street hierarchy; streetscape elements, such as street wall, landscaping, curb cuts, loading docks, and pedestrian activity and circulation;
  - changes to natural features or a significant urban design impact;
  - substantial direct changes to a visual feature, such as a unique and important public view corridors and vistas, or to public visual access to such a feature;
  - substantial direct changes to a historic resource, substantial changes to public views of a historic resource or a significant impact on historic resources;
  - substantial direct or indirect displacement or addition of population, employment or businesses substantial changes in the character of businesses, substantial differences in population or employment density from the prevailing conditions or significant socioeconomic conditions impact;
  - substantial changes to an aspect of traffic that contributes to the character of an area and change in Level of Service (LOS) to a C-grade or below accompanied by substantial changes in traffic patterns, roadway classification, or vehicle mix, substantial increases in traffic volumes on residential streets or significant traffic impact.

The predominant objective of the proposed action is the introduction of contextual zoning districts to complement the scale and density of the existing neighborhood. The proposed action is expected to complement the scale and density of the existing neighborhood. The proposed action is expected to support the existing neighborhood character which is a mixture of residential and commercial uses. While the proposed zoning along the major commercial corridors encourages new residential development, it also implements height limits where none currently exist. Therefore, no significant adverse impacts to neighborhood character are anticipated.

#### **I. NATURAL RESOURCES**

For the purpose of this analysis, natural resources are defined as plant and animal species and any area capable of functioning to support ecological systems and maintain the City's environmental balance. The proposed action is not expected to affect natural resources since no natural resources are located on any of the projected development sites. Consequently, no significant adverse impacts on natural resources are anticipated.

## J. HAZARDOUS MATERIALS

The term hazardous materials, as used within this report, refers to those substances that pose a threat to human health or the environment. Some of these would include, but are not limited to, heavy metals, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), methane, polychlorinated biphenyls (PCBs), pesticides, dioxins, and hazardous wastes (as defined under the Resource Conservation and Recovery Act (RCRA)).

The proposed action would not result in significant adverse impacts from hazardous materials. For all projected and potential development sites, a preliminary screening was conducted pursuant to Title 15, Rules of the City of New York, Chapter 24, Section 4. The preliminary screening consists of the visual and/or historical identification of any past or current uses at the projected development sites, potential development sites, and surrounding properties. Notable operations in the rezoning area include: auto repair, auto service stations, and former gas service stations as identified in “Appendix A, Hazardous Materials Appendix 5” of the *CEQR Technical Manual* as uses that might have affected or be affecting the development sites.

The conclusion of the preliminary screening analysis is that (E) designations are warranted for all projected and potential development sites and that a Phase I Environmental Site Assessment pursuant to Section 24-05 would not be required. Attached is a table summarizing the results of the preliminary screening analysis. The (E) designations would ensure that the action would not result in significant adverse hazardous materials impacts.

In this study, the sites which were identified in the reasonable worst-case development scenario (RWCDs) were reviewed primarily by Tax Block. A secondary analysis was completed to assess the conditions of the adjacent and surrounding properties within that tax block. The discussion for each site includes current and historic information followed by information on the conditions of the adjacent and surrounding properties within that tax block. This is necessary because hazardous materials have the potential to migrate from off-site locations, through soils and/or groundwater, due to local groundwater flow.

Table 11: Hazardous Materials Screening

Site	Block	Lots	2007 Land Use	Preliminary Screening	Comments	Recommendation
1	2073	21, 22	Laundromat and retail	Petroleum & possible Non-Petroleum	Laundromat	Recommend "E"
2	2046	84	Gas Station	Petroleum & possible Non-Petroleum	Gas Station	Recommend "E"
3	2075	27 & 28	Pharmacy and retail	Petroleum & possible Non-Petroleum	Pharmacy	Recommend "E"
4	1890	4	Industrial, commercial and residential uses	Petroleum & possible Non-Petroleum	Industrial Use	Recommend "E"
5	1905	19	Local retail uses	Petroleum & possible Non-Petroleum	Laundromat and Dry Cleaners Adjacent	Recommend "E"
6	1892	70 & 71	Parking and Office	Petroleum & possible Non-Petroleum	Sand and Facing Company Adjacent	Recommend "E"
7	1905	30	Laundromat, Dry Cleaners, Video Store and Post Office	Petroleum & possible Non-Petroleum	Laundromat and Dry Cleaners on site	Recommend "E"
10	1893	47 & 49	Garage & Residential	Petroleum & possible Non-Petroleum	Adjacent Auto Use	Recommend "E"
11	1893	10, 11, 13, 14, 15, 37, 38, 39, 40, 41, 42, 43	Parking Garage, Auto Use, Manufacturing	Petroleum & possible Non-Petroleum	Auto Use on and off site	Recommend "E"
12	1905	40	Vacant	Petroleum & possible Non-Petroleum	Laundromat and Dry Cleaners Adjacent	Recommend "E"
13	1894	54, 55	Vacant & Residential / Commercial	Petroleum & possible Non-Petroleum	Former Auto Body Shop adjacent	Recommend "E"
14	1895	61	Gas Station	Petroleum & possible Non-Petroleum	Gas Station	Recommend "E"
15	2113	22, 31	Medical Center	Petroleum & possible Non-Petroleum	Medical Center	Recommend "E"
17	2010	25	Gas Station	Petroleum & possible Non-Petroleum	Gas Station	Recommend "E"
18	2011	30	Parking lot	Petroleum & possible Non-Petroleum	Historical 'M' Zone	Recommend "E"

19	2012	10	Photography Studio		Petroleum & possible Non-Petroleum	Historical 'M' Zone	Recommend "E"
20	2012	32	2-Story Garage		Petroleum & possible Non-Petroleum	Historical 'M' Zone Adjacent	Recommend "E"
21	1981	1	Laundromat		Petroleum & possible Non-Petroleum	Dry Cleaning Use Adjacent	Recommend "E"
22	1992	12, 13, 15, 16	Vacant, abandoned buildings		Petroleum & possible Non-Petroleum	Unpaved Auto Storage on Block & Former Auto Repair Located Across Street	Recommend "E"
23	1992	20, 21 & 24	Unpaved Abandoned Auto Storage		Petroleum & possible Non-Petroleum	Unpaved Auto Storage	Recommend "E"
24	2010	1 & 59	Carwash & Auto Glass Repair		Petroleum & possible Non-Petroleum	Carwash & Auto glass repair	Recommend "E"
25	2018	67 & 166	Roofing Company & Vacant		Petroleum & possible Non-Petroleum	Roofing Company & vacant	Recommend "E"
26	2018	64	Electrical Supply Company		Petroleum & possible Non-Petroleum	Electrical supply company	Recommend "E"
27	2018	46	Gas Station		Petroleum & possible Non-Petroleum	Gas Station	Recommend "E"
28	2019	63	Auto parts retail		Petroleum & possible Non-Petroleum	Auto parts retail	Recommend "E"
29	2019	51	Gas Station		Petroleum & possible Non-Petroleum	Gas Station	Recommend "E"
C	1892	74 & 75	Residential & Commercial		Petroleum & possible Non-Petroleum	Sand & Facing Company adjacent	Recommend "E"
D	1905	120	Local Retail		Petroleum & possible Non-Petroleum	Laundromat and Dry Cleaners on Same Block	Recommend "E"
E	1895	69, 70, 71 & 72	Residential		Petroleum & possible Non-Petroleum	Gas Station Located on Same Block	Recommend "E"
F	1909	23, 25, 26, 27	Residential & Local Retail		Petroleum & possible Non-Petroleum	Gas Station Located Across the Street	Recommend "E"
J	2010	18, 19, 20	Residential		Petroleum & possible Non-Petroleum	Proximity to Historical 'M' Zone	Recommend "E"
L	2012	27	Residential & Commercial		Petroleum & possible Non-Petroleum	Historical 'M' Zone Adjacent	Recommend "E"

O	1991	16 & 19 1, 2, 3, 4, 5, 6, 7 & 106	Vacant Commercial Buildings	Petroleum & possible Non-Petroleum	Former Auto Repair on Block	Recommend "E"						
P	1991	Vacant		Petroleum & possible Non-Petroleum	Former Auto Repair on Lot 1	Recommend "E"						
Q	1992	5, 6, 7, 8, 9, 26, 28, 29, 30	Residential, Commercial, Vacant buildings	Petroleum & possible Non-Petroleum	Adjacent to unpaved Auto Storage	Recommend "E"						
R	2011	1	Telephone company	Petroleum & possible Non-Petroleum	Historical 'M' Zone	Recommend "E"						
S	2012	1, 65, 67, 69, 70 and 71	Church, residential & Miscellaneous industrial uses	Petroleum & possible Non-Petroleum	Historical 'M' Zone	Recommend "E"						
T	2012	61, 62 & 63	Auto Sales & Residential	Petroleum & possible Non-Petroleum	Historical 'M' Zone	Recommend "E"						
U	2018	1, 2, 3, 4, 5, 6 & 101	Tire Sales & Residential	Petroleum & possible Non-Petroleum	Historical 'M' Zone	Recommend "E"						
V	2018	62 & 63	Residential & Commercial	Petroleum & possible Non-Petroleum	Historical 'M' Zone	Recommend "E"						
W	2018	59, 60, 61	Garage / manufacturing	Petroleum & possible Non-Petroleum	Historical 'M' Zone	Recommend "E"						
X	2018	54, 55, 56, 57	Manufacturing / Garage	Petroleum & possible Non-Petroleum	Historical 'M' Zone	Recommend "E"						
Y	2019	1	Storage	Petroleum & possible Non-Petroleum	Storage	Recommend "E"						
Z	2019	80	Fast Food	Petroleum & possible Non-Petroleum	Fast Food	Recommend "E"						
AA	2019	75	Transmission Repair, Restaurant Supply, Auto Body Repair	Petroleum & possible Non-Petroleum	Auto repair	Recommend "E"						
BB	2019	55 & 60	Autopart retail and Transmission Repair	Petroleum & possible Non-Petroleum	Auto repair	Recommend "E"						

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The (E) designations for hazardous materials would be placed on the following properties:

Block 1890, Lots 85, 86, 87 and 89

Block 1892, Lots 70, 71, 74 and 75

Block 1893, Lots 10, 11, 13, 14, 15, 37, 38, 39,  
40, 41, 42, 43, 47 & 49

Block 1894, Lots 54 and 55

Block 1895, Lot 61, 69, 70, 71 & 72

Block 1905, Lot 19, 30, 40 & 120

Block 1909, Lots 23, 25, 26 and 27

Block 1981, Lot 1

Block 1991, Lots 1, 2, 3, 4, 5, 6, 7, 16, 19 & 106

Block 1992, Lots 5, 6, 7, 8, 9, 13, 15, 16, 20, 21, 24, 26, 28, 29 & 30

Block 2010, Lot 1, 18, 19, 20, 25 & 59

Block 2011, Lot 1, 30

Block 2012, Lots 1, 10, 27, 32, 65, 67, 69, 61, 62, 63, 70, & 71

Block 2018, Lots 1, 2, 3, 4, 5, 6, 46, 54, 55, 56, 57, 59, 60, 61, 62, 63, 64, 67, 101 & 166

Block 2019, Lot 1, 51, 55, 60, 63, 75 & 80

Block 2046, Lot 84

Block 2073, Lots 21, 22

Block 2075, Lots 27 & 28

Block 2113, Lots 22 and 31

On the sites receiving (E) designation for hazardous materials, the contamination can be classified as petroleum based, non-petroleum based or both. The NYCDEP has developed protocols for both petroleum and non-petroleum based (E) designated sites that must be followed in order to address possible contamination. The placement of the (E) designation on the Zoning Map would eliminate the potential for significant adverse impacts from hazardous materials and would ensure that appropriate testing and remediation, if needed, would be undertaken. The text of the (E) designation is as follows:

***Task 1-Sampling Protocol***

***A. Petroleum***

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*A soil, soil gas, and groundwater testing protocol (including a description of methods), and a site map with all sampling location represented clearly and precisely, must be submitted to the NYCDEP by the fee owner(s) of the lot which is restricted by this (E) designation, for review and approval.*

*A site map with the sampling locations clearly identified and a testing protocol with a description of methods, for soil, soil gas, and groundwater, must be submitted by the fee owner(s), of the lot which is restricted by the (E) designation, to the NYCDEP for review and approval.*

#### ***B. Non-Petroleum***

*The fee owner(s) of the lot restricted by this (E) designation will be required to prepare a scope of work for any sampling and testing needed to determine if contamination exists and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to NYCDEP for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis. For all non-petroleum (E) designated sites, the three generic NYCDEP soil and ground-water sampling protocols should be followed.*

*A scope of work for any sampling and testing to be completed, which will determine the extent of on-site contamination and the required remediation, must be prepared by the fee owner(s) of the lot restricted by this (E) designation. The scope of work will include the following: site plans, sampling locations, and all other relevant supporting documentation. The scope of work must be submitted to the NYCDEP for review and confirmation that an adequate testing protocol ( i.e., number of samples collected, appropriate parameters for laboratory analysis) has been prepared. The NYCDEP must approve the scope of work before it can be implemented.*

*For non-petroleum (E) designated sites, one of the three generic soil and groundwater sampling protocols prepared by the NYCDEP should be followed.*

*The protocols are based on three types of releases to soil and groundwater sampling protocols prepared by the NYCDEP should be followed.*

*The protocols are based on three types of releases to soil and groundwater, including: the release of a solid hazardous material to ground surface; the release of a liquid hazardous material to the ground surface; and the release of a hazardous material to the subsurface (i.e., storage tank or piping). The type of release defines the areas of soil to be sampled from surface, near-surface, to subsurface. Additionally, it determines the need for groundwater sampling.*

*A written approval of the sampling protocol must be received from the NYCDEP before commencement of sampling activities. Sample site quantity and location should be determined*

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*so as to adequately characterize the site, the source of contamination, and the condition of the remainder of the site. After review of the sampling data, the characterization should have been complete enough to adequately determine what remediation strategy (if any) is necessary. Upon request, NYCDEP will provide guidelines and criteria for choosing sampling sites and performing sampling.*

*Finally, a Health and Safety Plan must be devised and approved by the NYCDEP before the commencement on any on-site activities.*

#### ***Task 2-Remediation Determination and Protocol***

*After sample collection and laboratory analysis have been completed on the soil and/or groundwater samples collected in Task 1, a summary of the data and findings in the form of a written report must be presented to the NYCDEP for review and approval. The NYCDEP will provide a determination as to whether remediation is necessary.*

*If it is determined that no remediation activities are necessary, a written notice will be released to that effect. However, if it is the NYCDEP's determination that remediation is necessary the fee owner(s) of the lot restricted by the (E) designation must submit a proposed remediation plan to the NYCDEP for review and approval. Once approval has been obtained, and the work completed, the fee owner(s) of the lot restricted by the (E) designation must provide proof to the NYCDEP that the work has been completed satisfactorily.*

#### **K. WATERFRONT REVITALIZATION PROGRAM**

Proposed actions that are located within the designated boundaries of New York City's Coastal Zone must be assessed for their consistency with the Local Waterfront Revitalization Program (WRP).

The proposed rezoning area does not lie within the Coastal Zone Boundary of New York City Department of City Planning (NYCDCP) (see attached Map 4: Waterfront Revitalization Program Boundaries). An evaluation for consistency with the policies of the WRP is therefore not required.

#### **L. INFRASTRUCTURE**

No significant adverse impacts to infrastructure are anticipated.

The City's infrastructure is comprised of the physical systems that support its population, including water supply, wastewater, sanitation, energy, roadways, bridges, tunnels and public transportation. This section deals specifically with water supply, sewage treatment and stormwater management.

##### **Water Supply & Wastewater Treatment**

Because of the size of the City's water supply system and because the City is committed to maintaining adequate water supply and pressure for all users, few actions have the potential to

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significantly impact the system. Only very large developments, or actions having exceptionally large water demands would warrant a detailed water supply assessment. Similarly, only unusual actions with very large flows could have potential impacts on wastewater treatment.

The *CEQR Technical Manual* identifies typical water consumption and sewage generation rates in Table 3L-2, Water Usage and Sewage Generation Rates for Use in Impact Assessment. The proposed action could result in an incremental increase of 546 new residential units, or 1,365 new residents. The proposed action could also result in an incremental increase of 35,278 square feet of commercial retail space. Using the gallons per day rate for residential and commercial development, it has been determined that the proposed action would generate water usage and sewage generation of approximately 152,880 gallons per day for residential use and 11,995 gallons per day for retail use, for a total of 164,875 gallons per day.

An exceptionally large demand is defined as using over one million gallons per day. Therefore, the proposed rezoning action would not result in significantly large water demands, nor would these actions generate significant wastewater flows. As a result, no significant effects on the City's water supply system or wastewater treatment facilities would occur as a result of the proposed action, and a detailed infrastructure assessment is not required.

### **Stormwater Management**

The proposed action would have no effect on stormwater management. No new industrial uses would occur under the proposed action and the proposed action would not result in facilities that would require separate sewer or stormwater systems or the construction of new stormwater out falls, all conditions that would typically require an assessment of stormwater management.

### **M. SOLID WASTE AND SANITATION**

According to the *CEQR Technical Manual*, actions that result in development of housing or other development generally do not require an assessment of consistency with the City's Solid Waste Management Plan and for solid waste impacts, unless they are unusually large in nature. Generally, a generation rate of less than 10,000 pounds per week is not considered large. Wastes with special characteristics, such as medical wastes, are subject to specific handling and disposal regulations.

The *CEQR Technical Manual* identifies typical generation rates in Table 3M-1, Solid Waste Generation Rates. The proposed action could result in an incremental increase of 546 new residential units and 35,278 square feet of retail development, and a decrease of 166,781 square feet of community facility space, resulting in 88 new employees. Using the rate of pounds per week for residential and retail development, it has been determined that the proposed action would generate approximately 37,281 pounds of solid waste each week.

The proposed action would place a new demand on solid waste and sanitation services. As the following analysis shows, the proposed action is expected to result in a net increase over existing conditions of about 57,816 pounds per week (28.9 tons) of solid waste of which the New York City Department of Sanitation (DSNY) would collect, transport and dispose. Private carters

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would handle a net decrease of about 20,535 pounds per week (10.3 tons). Although the development of the projected sites would create new demand for the disposal of solid waste, municipal and private solid waste services have adequate capacity to meet the increases in demand. Therefore, no significant adverse impacts are expected on these services from the proposed actions.

**Future Without the Proposed Actions**

In the City of New York, residential and institutional refuse is handled by the DSNY, while solid waste from commercial, retail, and manufacturing uses is collected by private carters. Disposal of residential refuse was handled principally by landfilling at the Fresh Kills Landfill in Staten Island, which stopped accepting solid waste on March 22, 2001. DSNY continues to pick up residential and institutional solid waste and recyclables. These materials are taken to transfer stations for sorting. From there, private carters take the materials to out-of-city landfills and waste-to-energy plants. In New York City Fiscal Year 2005, DSNY handled approximately 12,500 tons of recyclables and 62,200 tons of curbside residential refuse each week.

Commercial carters pick up from businesses, manufacturers, and offices and take the waste materials to transfer stations, where the recyclable materials are separated from the solid waste. The solid waste is consolidated into larger trucks for transport and disposal in landfills outside of New York City. The recyclable materials are sold and transported to manufacturing facilities. Private carters are believed to handle about 13,000 tons per day of recyclables and solid waste. Current estimated solid waste generation on the projected development sites is shown on Table 12. It is estimated that the projected development sites would generate a total of 83,484 pounds per week of solid waste and recyclables. Of this total, the vast majority, about 40,126 pounds (20 tons) per week is handled by DSNY. Private carriers would handle 43,358 (21.7) pounds per week. Using an average truck load of 10 tons, DSNY would need just above 2 truck trips per week to handle these materials.

**Table 12 Expected Solid Waste Generation on Projected Development Sites (No-Action)**

Site	Use	Lot Size (sf)	DSNY-handled Waste (lbs. per week)	Privately handled waste (lbs. per week)	Total Solid Waste (lbs. per week)
1	Retail/Residential/CF	9,707	1,422	1,534	2,956
2	Retail/Residential/CF	14,770	2,076	2,334	4,410
3	Retail/Residential/CF	6,748	969	978	1,946
4	Retail/Residential/CF	8,000	1,176	1,264	2,440
5	Retail/Residential/CF	24,000	4,224	1,896	6,120
6	Retail/Residential/CF	5,251	782	830	1,612
7	Retail/Residential/CF	29,500	5,110	2,331	7,441
8	Retail/Residential/CF	7,500	1,123	1,185	2,308
9	Retail/Residential/CF	10,000	1,470	1,580	3,050
10	Residential	7,500	697	0	697
11	Community Facility	32,000	4,608	0	4,608
12	Retail/Residential/CF	22,500	3,960	1,778	5,738
13	Retail/Residential/CF	5,000	735	790	1,525
14	Retail/Residential/CF	8,708	1,275	1,376	2,651
15	Retail/Residential/CF	13,796	2,012	2,180	4,192
16	Residential	5,800	533	0	533
17	Retail/Residential/CF	9,881	1,467	1,561	3,028
18	Retail/Residential/CF	11,333	1,420	1,791	3,211
19	Retail/Residential/CF	25,135	540	5,826	6,366
20	Retail/Residential/CF	9,655	1,421	1,525	2,946
21	Retail/Residential/CF	8,800	1,277	1,390	2,668
22	Retail/Residential/CF	6,438	928	978	1,905
23	Residential	10,000	902	0	902
24	Commercial (Retail)	22,520	0	2,644	2,644
25	Commercial (Retail)	10,148	0	2,797	2,797
26	Commercial (Retail)	8,902	0	2,196	2,196
27	Commercial (Retail)	8,375	0	232	232
28	Commercial (Retail)	23,900	0	1,995	1,995
29	Commercial (Retail)	8,500	0	369	369
<b>Total</b>		<b>374,367</b>	<b>40,126</b>	<b>43,358</b>	<b>83,484</b>

**The Future With The Proposed Actions**

As shown on Table 13, solid waste generated from the projected development sites is estimated to total 107,932 pounds per week (or 54 tons). This is an increase of about 24,448 pounds per week (or 12.2 tons per week) over the no-action conditions. A total of 1.2 truck trips per day would be needed to handle this incremental increase. DSNY-handled solid waste would increase by 8.73 tons per week. DSNY would need less than one additional truck load every week to

handle the additional solid waste and recyclables. This increase is not expected to overburden the City’s solid waste handling services, and the proposed actions would not have a significant adverse impact on solid waste and sanitation services.

**Table 13: Expected Solid Waste Generation on Projected Development Sites with the Proposed Actions**

Site	Use	Size (square feet)	DSNY-handled Waste (lbs. per week)	Privately handled waste (lbs. per week)	Total Solid Waste (lbs. per week)	Incremental Difference (lbs. per week)
1	Commercial/Residential	9,707	1,517	1,534	3,051	95
2	Commercial/Residential	14,770	1,845	2,246	4,091	(319)
3	Commercial/Residential	6,748	1,066	1,066	2,132	186
4	Commercial/Residential	8,000	1,230	1,264	2,494	54
5	Commercial/Residential	24,000	3,731	3,792	7,523	1,403
6	Commercial/Residential	5,251	820	830	1,650	38
7	Commercial/Residential	29,500	4,592	4,661	9,253	1,813
8	Commercial/Residential	7,500	1,189	1,185	2,374	66
9	Commercial/Residential	10,000	1,558	1,580	3,138	88
10	Residential	7,500	1,435	0	1,435	738
11	Community Facility	32,000	3,840	0	3,840	(768)
12	Commercial/Residential	22,500	3,526	3,555	7,081	1,344
13	Commercial/Residential	5,000	779	790	1,569	44
14	Commercial/Residential	8,708	1,353	1,376	2,729	78
15	Commercial/Residential	13,796	2,132	2,180	4,312	120
16	Residential	5,800	1,107	0	1,107	574
17	Commercial/Residential	9,881	1,558	1,561	3,119	91
18	Commercial/Residential	11,333	1,763	1,791	3,554	343
19	Commercial/Residential	25,135	3,936	3,971	7,907	1,541
20	Commercial/Residential	9,655	1,517	1,525	3,042	96
21	Commercial/Residential	8,800	1,353	1,390	2,743	76
22	Commercial/Residential	6,438	984	1,017	2,001	96
23	Residential	10,000	1,886	0	1,886	984
24	Commercial/Residential	22,520	3,526	3,558	7,084	4,440
25	Commercial/Residential	10,148	1,599	1,603	3,202	405
26	Commercial/Residential	8,902	1,394	1,407	2,801	604
27	Commercial/Residential	8,375	1,312	1,323	2,635	2,403
28	Commercial/Residential	23,900	3,731	3,792	7,523	5,528
29	Commercial/Residential	8,500	1,312	1,343	2,655	2,286
<b>Total</b>		<b>374,367</b>	<b>57,591</b>	<b>50,341</b>	<b>107,932</b>	<b>24,448</b>

Notes: Usage rates from City Environmental Quality Review (CEQR) Technical Manual.

**N. ENERGY**

No significant adverse energy impacts are anticipated.

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Energy analyses focus on an action's consumption of energy, as well as any relevant effects on energy transmission as a result of an action. All new structures requiring heating and cooling systems are subject to the New York State Energy Conservation Code, reflecting State and City energy policies. Detailed assessments of energy impacts are limited to projects that could significantly affect energy transmission or generation, or that would generate substantial indirect energy consumption.

The proposed action could result in an incremental increase of only 546 new residential units. This is a relatively small amount in relation to the total amount of energy used by the city as a whole. Therefore, the proposed action would not be expected to create adverse energy impacts and does not require detailed energy analyses.

### **O. Traffic and Parking**

To determine the potential for the proposed action to result in significant adverse impacts for traffic and parking, screening analyses were performed pursuant to the methodologies identified in the *CEQR Technical Manual*. Based on the projected development scenario, of a total net increase of 546 dwelling units, 35,278 square feet of local retail and a total net decrease of 166,751 square feet of community facility ( medical office ), it was determined that the proposed action would not result in significant adverse impacts.

To assess the potential effects of the proposed action on traffic and parking conditions, the appropriate trip generation and trip assignments screening analyses have been performed. The resulting conclusions are summarized below.

Due to the distribution of the development sites, throughout the rezoning area (99 blocks), no one intersection would experience all of the proposed action's induced vehicular trips. The proposed action would collectively generate fewer vehicle trips than the no-build scenario as well as the *CEQR Technical Manual* threshold of 50 peak hour net vehicle trips during the AM, MD and PM peak hours. Thus, based upon the *CEQR Technical Manual Guidelines*, no further vehicular analysis is required (See Table 16).

#### Trip Generation Characteristics

The following assumptions were utilized in estimating likely future trips from each of the land uses resulting from the proposed action as summarized in Table 14.

#### Residential Development

A rate of 8.075 daily person trips per dwelling unit combined with the temporal distribution for urban apartments from *Pushkarev and Zupan's Urban Space for Pedestrians* was assumed for the project's residential component. The mode of transportation ( modal split) was estimated based on journey-to-work data from the 2000 Census for the census tracts 33, 35, 183, 185.01, 187, 191, 193, 195, 199, 201, 203, 225 and 227 for sites 1 through 29, directly affected by the proposed action. Based on those census tracts, the modal split used is ranging from 14 to 25 percent autos, zero(0) to two (2) percent taxi, two (2) to 11 percent bus, 46 to 70 percent subway, six (6) to 14 percent walk, and four (4) to eight (8) percent other, depending upon the proposed site(s) location(s), as summarized in Table 14. Based on census data, the auto vehicle occupancy

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was estimated to range from 1.13 to 1.17, depending upon the proposed site(s) location(s); and for taxis, based on the Taxi Travel Survey, a rate of 1.4 was assumed for all sites.

#### Local Retail Development

The retail space projected to occur as a ground-floor component of the action-induced development is local-type stores serving building occupants and the surrounding neighborhood. The local-type retail trip generation rates, temporal distribution and modal split information were all based on the *CEQR Technical Manual*. The trip generation rate is estimated at 205 person trips per 1,000 square feet of space (Table 3O-2). The modal split data reported in the *CEQR Technical Manual* (Table 3O-3) is 2 percent autos, 3 percent taxi, 5 percent bus, 20 percent subway, and 70 percent walk. The vehicle occupancy for retail trips was assumed to be 1.65 for autos and 1.4 for taxis.

#### Community Facility (Medical Office) Development

The medical office trip generation rates, peak hour temporal distribution and modal split information were all based on the *400 East 61<sup>st</sup> Street FEIS (CEQR # 85-212M)*. The trip generation rates are estimated at 10 and 33.6 person trips per 1,000 square feet of space for staff and visitors trips, respectively. The modal split data reported for the staff trips is 20 percent autos, 10 percent taxi, 30 percent bus, 30 percent subway, and 10 percent walk. The modal split information for the visitors is 25 percent autos, 25 percent taxi, 11 percent bus, 29 percent subway, and 10 percent walk. The vehicle occupancy for staff and visitors trips, respectively are 1.00 and 1.65 for autos and 1.4 and 1.2 for taxis.

#### Delivery Vehicles

The rates of 0.05 per dwelling unit, 0.35 per 1,000 square feet of retail space and 0.16 per 1,000 square feet of office space, as reported in *Curbside Pickup and Delivery and Arterial traffic impacts*, were used to estimate daily delivery vehicles for the proposed action.

#### Total Person Trips

The proposed action would collectively generate (256), 1,003 and 353 net person trips during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

***Fulton Street Corridor:*** Projected sites along Fulton Street Corridor would collectively generate fewer person trips than the no build scenario during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

***Atlantic Avenue Corridor:*** Projected sites along Atlantic Avenue Corridor would generate 270, 754 and 559 net person trips during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

***Myrtle Avenue Corridor:*** Projected sites along Myrtle Avenue Corridor would collectively generate (412), 840 and 193 net person trips during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

#### Total Vehicle Trips

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The proposed action would collectively generate fewer vehicle trips than the no-build scenario during the AM, Midday and PM peak hours, respectively as summarized in Table 16.

***Fulton Street Corridor:*** Projected sites along Fulton Street Corridor would collectively generate fewer vehicle trips than the no build scenario during the AM, Midday and PM peak hours, respectively as summarized in Table 16.

***Atlantic Avenue Corridor:*** Projected sites along Atlantic Avenue Corridor would generate 46, 46 and 67 net vehicle trips during the AM, Midday and PM peak hours, respectively as summarized in Table 3C.

***Myrtle Avenue Corridor:*** Projected sites along Myrtle Avenue Corridor would collectively generate fewer vehicle trips than the no-build scenario during the AM, Midday and PM peak hours, respectively as summarized in Table 16.

The projected development sites would collectively generate fewer vehicle trips than the no-build *scenario, as well as the CEQR Technical Manual* threshold of 50 net vehicle trips. Thus, based upon the *CEQR Technical Manual Guidelines*, no further vehicular analysis is required (See Table 16).

#### **P. Transit and Pedestrians**

To determine the potential for the proposed action to result in significant adverse impacts to transit and pedestrian conditions, screening analyses were performed pursuant to the methodologies identified in the *CEQR Technical Manual*. Based on the projected development scenario of a total net increase of 546 dwelling units, 35,278 square feet of local retail and a total net decrease of 166,751 square feet of community facility ( medical office ), it was determined that the proposed action would not result in significant adverse impacts.

To assess the potential effects of the proposed action on public transit and pedestrian conditions, the appropriate trip generation screening analyses have been performed. The resulting conclusions are summarized below.

##### Bus Trips

The proposed action would collectively generate (126), 48 and (47) during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

***Fulton Street Corridor:*** Projected sites along Fulton Street Corridor would collectively generate fewer bus trips than the no build scenario during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

***Atlantic Avenue Corridor:*** Projected sites along Atlantic Avenue Corridor would generate 19, 80 and 50 net bus trips during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

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**Myrtle Avenue Corridor:** Projected sites along Myrtle Avenue Corridor would collectively generate (99), 54 and (33) net bus trips during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

The proposed action would collectively generate fewer bus trips than the *CEQR Technical Manual* threshold of 200 net bus trips, during the AM, Midday, and PM peak hours, respectively as summarized in Table 15. Thus, based upon the *CEQR Technical Manual Guidelines*, no further bus analysis is required.

#### Subway Trips

The proposed action would collectively generate 32, 347 and 277 subway trips during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

**Fulton Street Corridor:** Projected sites along Fulton Street Corridor would collectively generate 6, (150) and (23) during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

**Atlantic Avenue Corridor:** Projected sites along Atlantic Avenue Corridor would generate 140, 250, and 239 net subway trips during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

**Myrtle Avenue Corridor:** Projected sites along Myrtle Avenue Corridor would collectively generate (114), 247 and 61 net subway trips during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

The proposed action would collectively generate 32, 347, and 277 net subway trips during the AM, Midday, and PM peak hours, respectively as summarized in Table 15. Due to the number of subway stations (9 subway stations located along Lafayette Avenue, Fulton Avenue and Atlantic Avenue) in the proposed rezoning area (99 Blocks), no one subway element would experience more than the *CEQR Technical Manual threshold* of 200 net subway trips, therefore no further subway analysis is required.

#### Pedestrian Trips

The proposed action would collectively generate (105), 501 and 303 pedestrian (bus, subway, walk and other) trips during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

**Fulton Street Corridor:** Projected sites along Fulton Street Corridor would collectively generate fewer pedestrian trips than the no build scenario during the AM, Midday and PM peak hours, respectively as summarized in Table 2.

**Atlantic Avenue Corridor:** Projected sites along Atlantic Avenue Corridor would generate 193, 408 and 354 net pedestrian trips during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

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***Myrtle Avenue Corridor:*** Projected sites Myrtle Avenue Corridor would collectively generate (252), 386 and 52 net pedestrian trips during the AM, Midday and PM peak hours, respectively as summarized in Table 15.

Attachment 1

Fort Greene / Clinton Hill Rezoning

CEQR No. 07DCP066K

Based on trip generation and mode split characteristics as described above, the proposed action would collectively generate (105), 501 and 303 net pedestrian (bus, subway, walk and other) trips. Due to the number of pedestrian elements in the proposed rezoning area (99 Blocks), no one pedestrian element would experience more than the *CEQR Technical Manual threshold* of 200 net pedestrian trips, therefore no further pedestrian analysis would be required.(See Table 15).

Attachment 1  
Fort Greene / Clinton Hill Rezoning  
CEQR No. 07DCP066K

<b>Table 14</b>												
<b>Trip Generation Assumptions</b>												
<b>Fort Greene and Clinton Hill Rezoning-Brooklyn</b>												
<b>Project Components:</b>				<b>Residential Units</b>								
				<b>Sites 1 thru 24</b>								
<b>Trip Generation Rates:</b>	<b>Sites 1 thru 3</b>		<b>Sites 4 thru 14</b>		<b>Sites 15 &amp; 16</b>		<b>Sites 17 thru 20</b>		<b>Sites 21 thru 23</b>		<b>Site 24</b>	
( Person-trip/d.u. or 1,000 gsf )	<b>(1)</b>		<b>(1)</b>		<b>(1)</b>		<b>(1)</b>		<b>(1)</b>		<b>(1)</b>	
<b>Weekday</b>	8.075		8.075		8.075		8.075		8.075		8.075	
<b>Peak Hours Trips:</b>	<b>(1)</b>		<b>(1)</b>		<b>(1)</b>		<b>(1)</b>		<b>(1)</b>		<b>(1)</b>	
<b>(8-9) AM</b>	9.10%		9.10%		9.10%		9.10%		9.10%		9.10%	
<b>(12-1) PM</b>	4.70%		4.70%		4.70%		4.70%		4.70%		4.70%	
<b>(5-6) PM</b>	10.70%		10.70%		10.70%		10.70%		10.70%		10.70%	
<b>Peak Hours</b>	<b>(2)</b>		<b>(2)</b>		<b>(2)</b>		<b>(2)</b>		<b>(2)</b>		<b>(2)</b>	
<b>Modal Split (%):</b>												
<b>Auto</b>	0.24		0.25		0.14		0.22		0.21		0.22	
<b>Taxi</b>	0.01		0.01		0.01		0.00		0.02		0.00	
<b>Bus</b>	0.08		0.11		0.02		0.04		0.07		0.04	
<b>Subway</b>	0.48		0.46		0.70		0.59		0.57		0.59	
<b>Walk</b>	0.12		0.14		0.06		0.08		0.06		0.08	
<b>Other</b>	0.07		0.04		0.07		0.07		0.08		0.07	
<b>Total</b>	1		1		1		1		1		1	
<b>Vehicle Occupancy:</b>	<b>(2)</b>		<b>(2)</b>		<b>(2)</b>		<b>(2)</b>		<b>(2)</b>		<b>(2)</b>	
<b>Auto</b>	1.16		1.14		1.16		1.13		1.17		1.13	
<b>Taxi</b>	1.4		1.4		1.4		1.4		1.4		1.4	
	<b>(1)</b>		<b>(1)</b>		<b>(1)</b>		<b>(1)</b>		<b>(1)</b>		<b>(1)</b>	
<b>In/Out Splits (%):</b>	In%	Out %	In%	Out %	In%	Out %	In%	Out %	In%	Out %	In%	Out %
<b>(8-9) AM</b>	20	80	20	80	20	80	20	80	20	80	20	80
<b>(12-1) PM</b>	50	50	50	50	50	50	50	50	50	50	50	50
<b>(5-6) PM</b>	65	35	65	35	65	35	65	35	65	35	65	35
<b>Truck Trip Generation:</b>	<b>(3)</b>		<b>(3)</b>		<b>(3)</b>		<b>(3)</b>		<b>(3)</b>		<b>(3)</b>	
<b>( Per / d.u. or 1,000 gsf )</b>	0.05		0.05		0.05		0.05		0.05		0.05	
<b>AM</b>	6%		6%		6%		6%		6%		6%	
<b>Midday</b>	7%		7%		7%		7%		7%		7%	
<b>PM</b>	10%		10%		10%		10%		10%		10%	
<b>Directional Splits</b>	<b>(3)</b>		<b>(3)</b>		<b>(3)</b>		<b>(3)</b>		<b>(3)</b>		<b>(3)</b>	
<b>( Truck Trips )</b>	In%	Out %	In%	Out %	In%	Out %	In%	Out %	In%	Out %	In%	Out %
<b>AM/MD/PM</b>	50	50	50	50	50	50	50	50	50	50	50	50

Sources:  
(1)-Urban Space for Pedestrians by Pushkarev and Zupan.  
(2)- 2000 US Census, Journey-to-Work, Census tracts numbers 33, 35, 183, 185.01, 187, 191, 193, 195, 199, 201, 203, 225 and 227 in Brooklyn, New York.  
(3)- Federal Highway Administration, "Curbside Pickup and Delivery and Arterial traffic impacts".

**Table 14(Cont'd)**

**Trip Generation Assumptions**

**Fort Greene and Clinton Hill Rezoning-Brooklyn**

Project Components:	Residential Developments Sites 25 thru 29	Neighborhood Retail	Medical Office	
			Staff	Visitors
<b>Trip Generation Rates:</b>	Sites 25 thru 29			
( Person-trip/d.u. or 1,000 gsf )	(1)	(4)	(6)	(1)
<b>Weekday</b>	8.075	205	10	33.6
<b>Peak Hours Trips:</b>	(1)	(4)	(6)	(6)
<b>(8-9) AM</b>	9.10%	1.00%	24.00%	6.00%
<b>(12-1) PM</b>	4.70%	22%	17.00%	9.00%
<b>(5-6) PM</b>	10.70%	10.00%	24.00%	5.00%
<b>Peak Hours</b>	(2)	(4)	(6)	(6)
<b>Modal Split (%):</b>				
<b>Auto</b>	0.21	2%	20%	25%
<b>Taxi</b>	0.01	3%	10%	25%
<b>Bus</b>	0.08	5%	30%	11%
<b>Subway</b>	0.57	20%	30%	29%
<b>Walk</b>	0.07	70%	10%	10%
<b>Other</b>	0.07	0%	0%	0%
<b>Total</b>	1	1	1.0	1
<b>Vehicle Occupancy:</b>	(2)	(5)	(6)	(6)
<b>Auto</b>	1.15	1.65	1	1.65
<b>Taxi</b>	1.4	1.4	1.4	1.2
	(1)	(5)	(6)	(6)
<b>In/Out Splits (%):</b>	In%      Out %	In%      Out %	In%      Out %	In%      Out %
<b>(8-9) AM</b>	20              80	50      50	79      21	79      21
<b>(12-1) PM</b>	50              50	50      50	57      43	57      43
<b>(5-6) PM</b>	65              35	50      50	34      66	27      73
<b>Truck Trip Generation:</b>	(3)	(3)	(3)	
<b>( Per / d.u. or 1,000 gsf )</b>	0.05	0.35	0.16	
<b>AM</b>	6%	6%	8%	
<b>Midday</b>	7%	11%	11%	
<b>PM</b>	10%	1%	2%	
<b>Directional Splits</b>	(3)	(3)	(3)	
<b>( Truck Trips )</b>	In%      Out %	In%      Out %	In%      Out %	
<b>AM/MD/PM</b>	50      50	50      50	50      50	

Sources:  
(1)- Urban Space for Pedestrians by Pushkarev and Zupan.  
(2)- 2000 US Census, Journey-to-Work, Census tracts numbers 33, 35, 183, 185.01, 187, 191, 193, 195, 199, 201, 203, 225 and 227 in Brooklyn, New York.  
(3)- Federal Highway Administration, "Curbside Pickup and Delivery and Arterial traffic impacts".  
(4)- 2001 CEQR Technical Manual, Tables 30-2 and 30-3.  
(5)- Riverside South FEIS.  
(6)- 400 East 61st Street FEIS (CEQR # 85-212M).

<b>Table 15</b>							
<b>Project's Total Net Person Trips by Mode of Transportation</b>							
<b>Fort Greene and Clinton Hill Rezoning-Brooklyn</b>							
<b>Project</b>	<b>Auto</b>	<b>Taxi</b>	<b>Bus</b>	<b>Subway</b>	<b>Walk</b>	<b>Other</b>	<b>Total</b>
<b><u>Myrtle Avenue Corridor</u></b>							
<b>Sites 1 thru 3 (cluster)</b>							
AM Peak Hour	-21	-19	-22	-26	-10	1	-97
Midday Peak Hour	-26	-23	-21	-29	-11	0	-110
PM Peak Hour	-20	-17	-21	-23	-8	1	-88
Daily Total	-224	-230	-152	-248	-90	10	-934
<b><u>Myrtle Avenue Corridor</u></b>							
<b>Sites 4 thru 14 (cluster)</b>							
AM Peak Hour	-68	-52	-77	-88	-31	1	-315
Midday Peak Hour	246	257	75	276	96	0	950
PM Peak Hour	82	96	-12	84	30	1	281
Daily Total	680	698	108	784	268	12	2,550
<b><u>Myrtle Avenue Corridor-Subtotal</u></b>							
<i>AM Peak Hour</i>	<i>-89</i>	<i>-71</i>	<i>-99</i>	<i>-114</i>	<i>-41</i>	<i>2</i>	<i>-412</i>
<i>Midday Peak Hour</i>	<i>220</i>	<i>234</i>	<i>54</i>	<i>247</i>	<i>85</i>	<i>0</i>	<i>840</i>
<i>PM Peak Hour</i>	<i>62</i>	<i>79</i>	<i>-33</i>	<i>61</i>	<i>22</i>	<i>2</i>	<i>193</i>
<i>Daily Total</i>	<i>456</i>	<i>468</i>	<i>-44</i>	<i>536</i>	<i>178</i>	<i>22</i>	<i>1,616</i>
<b><u>Fulton Street Corridor</u></b>							
<b>Sites 15 &amp; 16 (cluster)</b>							
AM Peak Hour	-8	-8	-11	-1	-4	1	-31
Midday Peak Hour	-11	-11	-9	-9	-5	0	-45
PM Peak Hour	-6	-7	-10	2	-4	2	-23
Daily Total	-86	-102	-68	0	-38	14	-280
<b><u>Fulton Street Corridor</u></b>							
<b>Sites 17 thru 20 (cluster)</b>							
AM Peak Hour	-12	-24	-25	8	-6	6	-53
Midday Peak Hour	-126	-132	-67	-134	-52	4	-507
PM Peak Hour	-51	-65	-44	-30	-22	8	-204
Daily Total	-564	-742	-362	-356	-236	68	-2,192
<b><u>Fulton Street Corridor</u></b>							
<b>Sites 21 thru 23 (cluster)</b>							
AM Peak Hour	-7	-9	-10	-1	-5	2	-30
Midday Peak Hour	-9	-9	-10	-7	-6	2	-39
PM Peak Hour	-3	-6	-10	5	-3	3	-14
Daily Total	-54	-98	-56	26	-30	22	-190
<b><u>Fulton Street Corridor-Subtotal</u></b>							
<i>AM Peak Hour</i>	<i>-27</i>	<i>-41</i>	<i>-46</i>	<i>6</i>	<i>-15</i>	<i>9</i>	<i>-114</i>
<i>Midday Peak Hour</i>	<i>-146</i>	<i>-152</i>	<i>-86</i>	<i>-150</i>	<i>-63</i>	<i>6</i>	<i>-591</i>
<i>PM Peak Hour</i>	<i>-60</i>	<i>-78</i>	<i>-64</i>	<i>-23</i>	<i>-29</i>	<i>13</i>	<i>-241</i>
<i>Daily Total</i>	<i>-704</i>	<i>-942</i>	<i>-486</i>	<i>-330</i>	<i>-304</i>	<i>104</i>	<i>-2,662</i>
<i>Source: Tables 1 and 1C.</i>							

<b>Table 15 (Cont'd)</b>							
<b>Project's Total Net Person Trips by Mode of Transportation</b>							
<b>Fort Greene and Clinton Hill Rezoning-Brooklyn</b>							
<b>Project</b>	<b>Auto</b>	<b>Taxi</b>	<b>Bus</b>	<b>Subway</b>	<b>Walk</b>	<b>Other</b>	<b>Total</b>
<b><u>Atlantic Avenue Corridor</u></b>							
<b>Site 24</b>							
AM Peak Hour	16	2	4	39	5	5	71
Midday Peak Hour	60	52	24	80	22	2	240
PM Peak Hour	41	24	13	72	16	5	171
Daily Total	390	238	130	688	150	50	1,646
<b><u>Atlantic Avenue Corridor</u></b>							
<b>Sites 25 thru 27 (cluster)</b>							
AM Peak Hour	24	-1	4	42	5	5	79
Midday Peak Hour	-42	-50	-18	-38	-18	2	-164
PM Peak Hour	-5	-23	-3	25	-4	6	-4
Daily Total	-54	-222	-36	210	-38	60	-80
<b><u>Atlantic Avenue Corridor</u></b>							
<b>Sites 28 &amp; 29 (cluster)</b>							
AM Peak Hour	27	9	11	59	8	6	120
Midday Peak Hour	168	158	74	208	66	4	678
PM Peak Hour	95	73	40	142	34	8	392
Daily Total	926	728	392	1,390	350	70	3,856
<b><u>Atlantic Avenue Corridor-Subtotal</u></b>							
AM Peak Hour	67	10	19	140	18	16	270
Midday Peak Hour	186	160	80	250	70	8	754
PM Peak Hour	131	74	50	239	46	19	559
Daily Total	1,262	744	486	2,288	462	180	5,422
<b><u>Fort Greene/ Clinton Hill Grand Total</u></b>							
AM Peak Hour	-49	-102	-126	32	-38	27	-256
Midday Peak Hour	260	242	48	347	92	14	1,003
PM Peak Hour	133	-83	-47	277	39	34	353
Daily Total	1,014	270	-44	2,494	336	306	4,376
<i>Source: Tables 1, 1C, and 2.</i>							

<b>Table 16</b>				
<b>Project's Total Net Vehicle Trips</b>				
<b>Fort Greene and Clinton Hill Rezoning-Brooklyn</b>				
<b>Project</b>	<b>Auto</b>	<b>Taxi</b>	<b>Truck</b>	<b>Total</b>
<b><u>Myrtle Avenue Corridor</u></b>				
<b>Sites 1 thru 3 (cluster)</b>				
AM Peak Hour	-16	-14	0	-30
Midday Peak Hour	-18	-20	0	-38
PM Peak Hour	-16	-12	0	-28
Daily Total	-146	-190	-6	-342
<b><u>Myrtle Avenue Corridor</u></b>				
<b>Sites 4 thru 14 (cluster)</b>				
AM Peak Hour	-66	-51	0	-117
Midday Peak Hour	-53	-39	-2	-94
PM Peak Hour	-52	-33	0	-85
Daily Total	-508	-570	-4	-1,082
<b><u>Myrtle Avenue Corridor-Subtotal</u></b>				
<i>AM Peak Hour</i>	<i>-82</i>	<i>-65</i>	<i>0</i>	<i>-147</i>
<i>Midday Peak Hour</i>	<i>-71</i>	<i>-59</i>	<i>-2</i>	<i>-132</i>
<i>PM Peak Hour</i>	<i>-68</i>	<i>-45</i>	<i>0</i>	<i>-113</i>
<i>Daily Total</i>	<i>-654</i>	<i>-760</i>	<i>-10</i>	<i>-1,424</i>
<b><u>Fulton Street Corridor</u></b>				
<b>Sites 15 &amp; 16 (cluster)</b>				
AM Peak Hour	-7	-6	0	-13
Midday Peak Hour	-7	-10	0	-17
PM Peak Hour	-5	-6	0	-11
Daily Total	-54	-84	-2	-140
<b><u>Fulton Street Corridor</u></b>				
<b>Sites 17 thru 20 (cluster)</b>				
AM Peak Hour	-6	-16	0	-22
Midday Peak Hour	-19	-30	0	-49
PM Peak Hour	-3	-19	2	-20
Daily Total	-38	-256	-2	-296
<b><u>Fulton Street Corridor</u></b>				
<b>Sites 21 thru 23 (cluster)</b>				
AM Peak Hour	-5	-7	0	-12
Midday Peak Hour	-7	-9	0	-16
PM Peak Hour	-3	-6	0	-9
Daily Total	36	-88	0	-52
<b><u>Fulton Street Corridor-Subtotal</u></b>				
<i>AM Peak Hour</i>	<i>-18</i>	<i>-29</i>	<i>0</i>	<i>-47</i>
<i>Midday Peak Hour</i>	<i>-33</i>	<i>-49</i>	<i>0</i>	<i>-82</i>
<i>PM Peak Hour</i>	<i>-11</i>	<i>-31</i>	<i>2</i>	<i>-40</i>
<i>Daily Total</i>	<i>-56</i>	<i>-428</i>	<i>-4</i>	<i>-488</i>
<i>Source: Tables 1, 1C, 2 and 2C.</i>				

<b>Table 16 (Cont'd)</b>				
<b>Project's Total Net Vehicle Trips</b>				
<b>Fort Greene and Clinton Hill Rezoning-Brooklyn</b>				
<b>Project</b>	<b>Auto</b>	<b>Tax</b>	<b>Truck</b>	<b>Total</b>
<b><u>Atlantic Avenue Corridor</u></b>				
<b>Site 24</b>				
AM Peak Hour	12	0	0	12
Midday Peak Hour	8	4	0	12
PM Peak Hour	16	2	0	18
Daily Total	146	20	12	178
<b><u>Atlantic Avenue Corridor</u></b>				
<b>Sites 25 thru 27 (cluster)</b>				
AM Peak Hour	14	2	0	16
Midday Peak Hour	6	-4	0	2
PM Peak Hour	15	-2	2	15
Daily Total	144	-12	6	138
<b><u>Atlantic Avenue Corridor</u></b>				
<b>Sites 28 &amp; 29 (cluster)</b>				
AM Peak Hour	16	2	0	18
Midday Peak Hour	16	14	2	32
PM Peak Hour	24	8	2	34
Daily Total	216	78	22	316
<b><u>Atlantic Avenue Corridor-Subtotal</u></b>				
<i>AM Peak Hour</i>	<i>42</i>	<i>4</i>	<i>0</i>	<i>46</i>
<i>Midday Peak Hour</i>	<i>30</i>	<i>14</i>	<i>2</i>	<i>46</i>
<i>PM Peak Hour</i>	<i>55</i>	<i>8</i>	<i>4</i>	<i>67</i>
<i>Daily Total</i>	<i>506</i>	<i>86</i>	<i>40</i>	<i>632</i>
<b><u>Fort Greene/ Clinton Hill Grand Total</u></b>				
<i>AM Peak Hour</i>	<i>-58</i>	<i>-90</i>	<i>0</i>	<i>-148</i>
<i>Midday Peak Hour</i>	<i>-74</i>	<i>-94</i>	<i>0</i>	<i>-168</i>
<i>PM Peak Hour</i>	<i>-24</i>	<i>-68</i>	<i>2</i>	<i>-90</i>
<i>Daily Total</i>	<i>-204</i>	<i>-</i>	<i>26</i>	<i>-1,280</i>
<i>Source: Tables 1, 1C, 2, 2C and 3.</i>				

### **The Transportation Effects of the Two Rezoning Proposals on Fulton Street Corridor**

#### **Traffic and Parking**

The two proposed rezoning actions would collectively generate fewer net vehicular traffic than the no-build scenario during all three peak hours, therefore no further traffic and parking analysis would be warranted.

#### **Transit and Pedestrians**

The two rezoning would collectively generate fewer net transit and pedestrian trips than the no-build scenario during all three peak hours, therefore no further transit and pedestrian analysis would be warrant.

### **The Transportation Effects of the Two Rezoning Proposals on the Atlantic Avenue Corridor**

#### **Traffic and Parking**

The two rezoning proposals would collectively generate 63, 48 and 82 net vehicular traffic from the projected development sites along Atlantic Avenue, between Saratoga Avenue and Ashland Place, during the AM, Midday and PM peak hours, respectively. Trip assignments for all peak hours as shown in Exhibits 1 thru 3, indicate that due to the distribution of the development sites along Atlantic Avenue, between Saratoga Avenue and Ashland Place, no one intersection along Atlantic Avenue would experience more than 50 (*CEQR Technical Manual Threshold*) net vehicle trips during the three peak hours. Based upon the *CEQR Technical Manual Guidelines*, no further traffic and parking analysis would be warrant.

#### **Transit and Pedestrians**

The two rezoning would collectively generate 31, 76 and 60 net bus trips, 174, 230 and 214 net subway trips and 243, 256 and 288 net pedestrian (bus, subway, walk and other) trips from the projected development sites along Atlantic Avenue, between Saratoga Avenue and Ashland Place, during the AM, Midday, and PM peak hours, respectively. Due to the size of this corridor under the two rezoning and the distribution of the development sites along Atlantic Avenue and the number subway stations ( 9 subway stations located along Lafayette Avenue, Fulton Avenue and Atlantic Avenue) and bus stops, none of transit or pedestrian elements would experience more than 200 (*CEQR Technical Manual Threshold*) net transit or pedestrian trips during the three peak hours. Based upon the *CEQR Technical Manual Guidelines*, no further transit and pedestrian analysis would be required.



# Bedford Stuyvesant South Rezoning & Text Amendment Midday Peak Hour Traffic Assignments

EXHIBIT 2

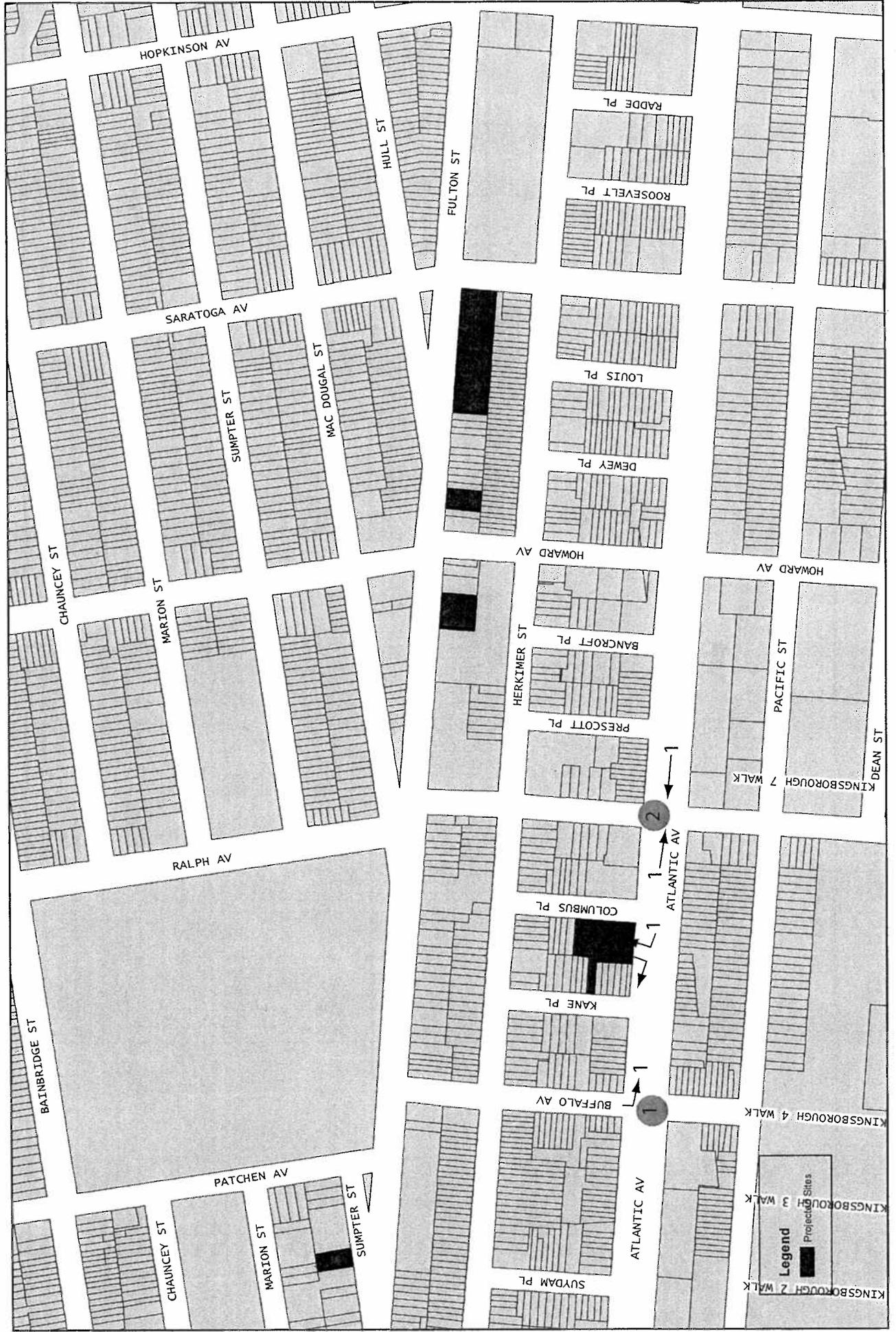




EXHIBIT 4

Fort Greene / Clinton Hill Rezoning and Text Amendment  
AM Peak Hour Traffic Assignments





EXHIBIT 6

Fort Greene / Clinton Hill Rezoning and Text Amendment  
PM Peak Hour Traffic Assignments



## Q. AIR QUALITY

This section examines the potential for air quality impacts from the proposed action. Ambient air quality is affected by numerous sources and activities that introduce air pollutants into the atmosphere. A comprehensive assessment of potential air quality impacts from the proposed action was performed. The analyses described in the sections that follow were performed utilizing the general procedures recommended in the *City Environmental Quality Review (CEQR) Technical Manual*; however, in some cases more detailed analyses were undertaken to characterize potential air quality impacts from the proposed action, or because of changes in policies and procedures for conducting and evaluating air quality impacts from a proposed action.

Air quality impacts can be either direct or indirect. Direct impacts stem from emissions generated by stationary sources associated with the proposed action, such as emissions from fuel burned on site for heating, ventilation, and air conditioning (HVAC) systems. Indirect effects include emissions from motor vehicles (“mobile sources”) generated by the proposed action and effects of existing stationary sources on the proposed action.

As discussed in the traffic analysis section, the projected development sites are anticipated to generate less than 50 vehicle trips during the weekday AM, midday, and PM peak periods, respectively. This number of trips would not exceed the *City Environmental Quality Review (CEQR) Technical Manual* threshold of 100 peak hour trips that requires a quantified assessment of air quality impacts from mobile sources for this area of the City. Therefore, with respect to indirect sources, a mobile source analysis is not necessary, and the indirect analysis focuses on the potential for impacts from local industrial source emissions.

## POLLUTANTS FOR ANALYSIS

Ambient air quality is affected by air pollutants produced by both motor vehicles and stationary sources. Emissions from motor vehicles are referred to as mobile source emissions, while emissions from fixed facilities are referred to as stationary source emissions. Typically, ambient concentrations of CO are predominantly influenced by mobile source emissions. Particulate matter (PM), volatile organic compounds (VOCs) and nitrogen oxides (NO and NO<sub>2</sub>, collectively referred to as NO<sub>x</sub>) are emitted from both mobile and stationary sources. Fine PM is also formed when emissions of NO<sub>x</sub>, sulfur oxides (SO<sub>x</sub>), ammonia, organic compounds, and other gases react or condense in the atmosphere. The formation of such secondary PM takes hours or days to occur and thus has no measurable effect on air quality in the immediate vicinity of the source. Emissions of SO<sub>2</sub> are associated mainly with stationary sources and sources using non-road diesel fuel, such as diesel trains, marine engines, and non-road vehicles such as construction engines; diesel-powered vehicles, primarily heavy-duty trucks and buses, also contribute somewhat to these emissions. However, diesel fuel regulations that recently took effect will reduce SO<sub>2</sub> emissions from mobile sources to extremely low levels. Ozone is formed in the atmosphere by complex photochemical processes that include NO<sub>x</sub> and VOCs, emitted mainly from industrial processes and mobile sources.

### CARBON MONOXIDE

CO, a colorless and odorless gas, is produced in the urban environment primarily by the incomplete combustion of gasoline and other fossil fuels. In urban areas, approximately 80 to 90 percent of CO emissions are from motor vehicles. Since CO is a reactive gas that does not persist

in the atmosphere, CO concentrations can vary greatly over relatively short distances. Elevated concentrations are usually limited to locations near crowded intersections, heavily traveled and congested roadways, parking lots, and garages. Consequently, CO concentrations must be predicted on a local, or microscale, basis.

The proposed action is not expected to significantly alter traffic conditions. Since the proposed actions would result in fewer new peak hour vehicle trips than the *CEQR Technical Manual* screening threshold of 100 trips at nearby intersections in the study area, a quantified assessment of on-street CO emissions is not warranted.

#### *NITROGEN OXIDES, VOC, AND OZONE*

NO<sub>x</sub> are of principal concern because of their role, together with VOCs, as precursors in the formation of ozone. Ozone is formed through a series of reactions that take place in the atmosphere in the presence of sunlight. Because the reactions are slow, and occur as the pollutants are advected downwind, elevated ozone levels are often found many miles from sources of the precursor pollutants. The effects of NO<sub>x</sub> and VOC emissions from all sources are therefore generally examined on a regional basis. The contribution of any action or project to regional emissions of these pollutants would include any added stationary or mobile source emissions. The change in regional mobile source emissions of these pollutants would be related to the total vehicle miles traveled added or subtracted on various roadway types throughout the New York metropolitan area, which is designated as a moderate non-attainment area for ozone by the EPA.

The proposed action would not have a significant effect on the overall volume of vehicular travel in the metropolitan area; therefore, no measurable impact on regional NO<sub>x</sub> emissions or on ozone levels would result. An analysis of project-related emissions of these pollutants from mobile sources is therefore not warranted.

There is a standard for average annual NO<sub>2</sub> concentrations, which is normally examined only for fossil fuel energy sources. An analysis of the potential NO<sub>2</sub> impacts from the proposed action's stationary sources of emissions was performed.

#### *LEAD*

Airborne lead emissions are principally associated with industrial sources and motor vehicles that use gasoline containing lead additives. Most U.S. vehicles produced since 1975, and all produced after 1980, are designed to use unleaded fuel. As these newer vehicles have replaced the older ones, motor vehicle-related lead emissions have decreased. As a result, ambient concentrations of lead have declined significantly. Nationally, the average measured atmospheric lead level in 1985 was only about one-quarter the level in 1975.

In 1985, EPA announced new rules that drastically reduced the amount of lead permitted in leaded gasoline. The maximum allowable lead level in leaded gasoline was reduced from the previous limit of 1.1 to 0.5 grams per gallon effective July 1, 1985, and to 0.1 grams per gallon effective January 1, 1986. Monitoring results indicate that this action has been effective in significantly reducing atmospheric lead concentrations. Effective January 1, 1996, the Clean Air Act banned the sale of the small amount of leaded fuel that was still available in some parts of the country for use in on-road vehicles, concluding the 25-year effort to phase out lead in gasoline. Even at locations in the New York City area where traffic volumes are very high, atmospheric lead concentrations are far below the national standard of 1.5 micrograms per cubic meter (three-month average).

No significant sources of lead are associated with the proposed action, and, therefore, an analysis of this pollutant from stationary or mobile sources is not warranted.

*RESPIRABLE PARTICULATE MATTER—PM<sub>10</sub> AND PM<sub>2.5</sub>*

PM is a broad class of air pollutants that includes discrete particles of a wide range of sizes and chemical compositions, as either liquid droplets (aerosols) or solids suspended in the atmosphere. The constituents of PM are both numerous and varied, and they are emitted from a wide variety of sources (both natural and anthropogenic). Natural sources include the condensed and reacted forms of naturally occurring VOCs; salt particles resulting from the evaporation of sea spray; wind-borne pollen, fungi, molds, algae, yeasts, rusts, bacteria, and material from live and decaying plant and animal life; particles eroded from beaches, soil, and rock; and particles emitted from volcanic and geothermal eruptions and from forest fires. Naturally occurring PM is generally greater than 2.5 micrometers in diameter. Major anthropogenic sources include the combustion of fossil fuels (e.g., vehicular exhaust, power generation, boilers, engines, and home heating), chemical and manufacturing processes, construction and agricultural activities, as well as wood-burning stoves and fireplaces. PM also acts as a substrate for the adsorption (accumulation of gases, liquids, or solutes on the surface of a solid or liquid) of other pollutants, often toxic, and some likely carcinogenic compounds.

As described below, PM is regulated in two size categories: particles with an aerodynamic diameter of less than or equal to 2.5 micrometers, or PM<sub>2.5</sub>, and particles with an aerodynamic diameter of less than or equal to 10 micrometers, or PM<sub>10</sub>, which includes the smaller PM<sub>2.5</sub>. PM<sub>2.5</sub> has the ability to reach the lower regions of the respiratory tract, delivering with it other compounds adsorbed to the surfaces of the particles, and is also extremely persistent in the atmosphere. PM<sub>2.5</sub> is directly emitted from combustion material that has volatilized and then condensed to form primary PM (often soon after the release from an exhaust) or from precursor gases reacting in the atmosphere to form secondary PM.

There is also a New York standard for total suspended particulate matter (TSP), which represents both coarse and fine particles. However, the New York State Department of Environmental Conservation (NYSDEC) no longer conducts monitoring for this pollutant.

The proposed action would not result in any significant increases in truck traffic in the rezoning area or in the region, and therefore, an analysis of potential impacts from PM is not warranted.

*SULFUR DIOXIDE*

SO<sub>2</sub> emissions are primarily associated with the combustion of sulfur-containing fuels: oil and coal. Due to the federal restrictions on the sulfur content in diesel fuel for on-road vehicles, no significant quantities are emitted from vehicular sources. Monitored SO<sub>2</sub> concentrations in New York City are below the national standards. Vehicular sources of SO<sub>2</sub> are not significant, and, therefore, an analysis of this pollutant from mobile sources is not warranted.

As part of the proposed action, fuel oil would be burned in the proposed HVAC systems. Therefore, an analysis was performed to estimate the future levels of SO<sub>2</sub> with the proposed action.

*AIR TOXICS*

In addition to the criteria pollutants discussed above, non-criteria air pollutants, also called air toxics, are also regulated. Air toxics are those pollutants that are known or suspected to cause serious health effects in small doses. Air toxics are emitted by a wide range of man-made and naturally occurring sources. Emissions of air toxics from industries are regulated by the U.S. Environmental Protection Agency (EPA). Federal ambient air quality standards do not exist for non-criteria compounds. However, the NYSDEC has issued standards for certain non-criteria compounds, including beryllium, gaseous fluorides, and hydrogen sulfide. NYSDEC has also developed ambient guideline concentrations for numerous air toxic non-criteria compounds. The NYSDEC guidance document DAR-1 (December 2003) contains a compilation of annual and short term (1-hour) guideline concentrations for these compounds. The NYSDEC guidance thresholds represent ambient levels that are considered safe for public exposure.

EPA has developed guidelines for assessing exposure to air toxics. These exposure guidelines are used in health risk assessments to determine the potential effects to the public.

The project area contains existing manufacturing-zoned areas, which would remain in the proposed action. Therefore, an analysis to examine the potential for impacts to the proposed action from industrial emissions was performed.

**AIR QUALITY REGULATIONS, STANDARDS, AND BENCHMARKS**

*NATIONAL AND STATE AIR QUALITY STANDARDS*

As required by the Clean Air Act, primary and secondary NAAQS have been established for six major air pollutants: CO, NO<sub>2</sub>, ozone, respirable PM (both PM<sub>2.5</sub> and PM<sub>10</sub>), SO<sub>2</sub>, and lead. The primary standards represent levels that are intended to protect the public health, allowing an adequate margin of safety. The secondary standards are intended to protect the nation's welfare, and account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the environment. For NO<sub>2</sub>, ozone, lead, and PM, the primary and secondary standards are the same; there is no secondary standard for CO. EPA promulgated additional NAAQS that became effective September 16, 1997: a new 8-hour standard for ozone, which replaced the 1-hour standard, and new 24-hour and annual standards for PM<sub>2.5</sub>. The standards for these pollutants are presented in Table Q-1. These standards have also been adopted as the ambient air quality standards for New York State. In addition, New York State has established ambient air quality standards for total suspended particulate, non-methane hydrocarbons, beryllium, gaseous fluorides, and hydrogen sulfide.

On September 21, 2006, EPA revised the NAAQS for PM, effective December 18, 2006. The revision included lowering the level of the 24-hour PM<sub>2.5</sub> standard from 65 micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ) to 35  $\mu\text{g}/\text{m}^3$ , and retaining the level of the annual fine standard at 15  $\mu\text{g}/\text{m}^3$ . The PM<sub>10</sub> 24-hour average standard was retained and the annual average PM<sub>10</sub> standard was revoked

*NAAQS ATTAINMENT STATUS AND STATE IMPLEMENTATION PLANS (SIP)*

The Clean Air Act (CAA), as amended in 1990, defines non-attainment areas (NAAs) as geographic regions that have been designated as not meeting one or more of the NAAQS. When an area is designated as non-attainment by EPA, the state is required to develop and implement a

**Table 17**  
**National Ambient Air Quality Standards**

Pollutant	Primary		Secondary	
	ppm	$\mu\text{g}/\text{m}^3$	ppm	$\mu\text{g}/\text{m}^3$
<b>Carbon Monoxide (CO)</b>				
Maximum 8-Hour Concentration <sup>1</sup>	9	10,000	None	
Maximum 1-Hour Concentration <sup>1</sup>	35	40,000		
<b>Lead</b>				
Maximum Arithmetic Mean Averaged Over 3 Consecutive Months	NA	1.5	NA	1.5
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>				
Annual Arithmetic Average	0.053	100	0.053	100
<b>Ozone (O<sub>3</sub>)</b>				
8-Hour Average <sup>2</sup>	0.08	157	0.08	157
<b>Respirable Particulate Matter (PM<sub>10</sub>)<sup>5</sup></b>				
24-Hour Concentration <sup>1</sup>	NA	150	NA	150
<b>Fine Respirable Particulate Matter (PM<sub>2.5</sub>)</b>				
Average of Three Annual Arithmetic Means	NA	15	NA	15
24-Hour Concentration <sup>3,4</sup>	NA	35	NA	35
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>				
Annual Arithmetic Mean	0.03	80	NA	NA
Maximum 24-Hour Concentration <sup>1</sup>	0.14	365	NA	NA
Maximum 3-Hour Concentration <sup>1</sup>	NA	NA	0.50	1,300
<p><b>Notes:</b></p> <p>ppm – parts per million  <math>\mu\text{g}/\text{m}^3</math> – micrograms per cubic meter                      NA – not applicable                      Concentrations of all gaseous pollutants are defined in ppm — approximately equivalent concentrations in <math>\mu\text{g}/\text{m}^3</math> are presented.</p> <p><sup>1</sup> Not to be exceeded more than once a year.  <sup>2</sup> Three-year average of the annual fourth highest daily maximum 8-hr average concentration.  <sup>3</sup> Not to be exceeded by the 98th percentile averaged over 3 years.  <sup>4</sup> EPA has reduced these standards down from 65 <math>\mu\text{g}/\text{m}^3</math>, effective December 18, 2006.  <sup>5</sup> EPA has revoked the annual PM<sub>10</sub> standard, effective December 18, 2006.</p> <p><b>Sources:</b> 40 CFR Part 50: National Primary and Secondary Ambient Air Quality Standards.</p>				

State Implementation Plan (SIP), which delineates how a state plans to achieve air quality that meets the NAAQS under the deadlines established by the CAA.

EPA has designated New York City as in attainment for the NO<sub>2</sub>, SO<sub>2</sub>, and lead. EPA has re-designated New York City as in attainment for CO. The CAA requires that a maintenance plan ensure continued compliance with the CO NAAQS for former non-attainment areas. New York City is also committed to implementing site-specific control measures throughout New York City to reduce CO levels, should unanticipated localized growth result in elevated CO levels during the maintenance period.

On December 17, 2004, EPA took final action designating the five boroughs of New York City as well as Nassau, Suffolk, Rockland, Westchester, and Orange counties as PM<sub>2.5</sub> non-attainment

areas under the CAA. State and local governments are required to develop implementation plans by early 2008, which will be designed to meet the standards by 2010. As described above, EPA has revised the PM standards. PM<sub>2.5</sub> attainment designations would be effective by April 2010, PM<sub>2.5</sub> SIPs would be due by April 2013, and would be designed to meet the PM<sub>2.5</sub> standards by April 2015, although this may be extended in some cases up to April 2020.

Nassau, Rockland, Suffolk, Westchester, and the five counties of New York City had been designated as severe non-attainment for the ozone 1-hour standard. In November 1998, New York State submitted its *Phase 2 Alternative Attainment Demonstration for Ozone*, which was finalized and approved by EPA effective March 6, 2002, addressing attainment of the 1-hour ozone NAAQS by 2007. New York State has recently submitted revisions to the SIP. These SIP revisions included additional emission reductions that EPA requested to demonstrate attainment of the standard, and an update of the SIP estimates using the latest versions of the mobile source emissions model, MOBILE6.2, and the non-road emissions model, NONROAD—which have been updated to reflect current knowledge of engine emissions—and the latest mobile and non-road engine emissions regulations. EPA revoked the 1-hour ozone standard on June 15, 2005; however, the specific control measures for the 1-hour standard included in the SIP will be required to stay in place until the 8-hour standard is attained. The discretionary emissions reductions in the SIP will also remain but could be revised or dropped based on modeling. A new SIP for ozone will be adopted by the state no later than June 15, 2007, with a target attainment deadline of June 15, 2010.

#### *DETERMINING THE SIGNIFICANCE OF AIR QUALITY IMPACTS*

Any action predicted to increase the concentration of a criteria air pollutant to a level that would exceed the concentrations defined by the NAAQS (see Table Q-1) would be deemed to have a potential significant adverse impact. In addition, to maintain concentrations lower than the NAAQS in attainment areas, or to ensure that concentrations will not be significantly increased in non-attainment areas, threshold levels have been defined for certain pollutants. Any action predicted to increase the concentrations of these pollutants above the thresholds would be deemed to have a potential significant adverse impact, even in cases where violations of the NAAQS are not predicted.

#### *De Minimis Criteria Regarding CO Impacts*

New York City has developed *de minimis* criteria to assess the significance of the incremental increase in CO concentrations that would result from proposed projects or actions, as set forth in the *CEQR Technical Manual*. These criteria set the minimum change in CO concentration that defines a significant environmental impact. Significant increases of CO concentrations in New York City are defined as: (1) an increase of 0.5 ppm or more in the maximum 8-hour average CO concentration at a location where the predicted No Build 8-hour concentration is equal to or between 8 and 9 ppm; or (2) an increase of more than half the difference between baseline (i.e., No Build) concentrations and the 8-hour standard, when No Build concentrations are below 8.0 ppm.

#### *Non-Criteria Pollutant Thresholds*

Non-criteria, or toxic, air pollutants include a multitude of pollutants of ranging toxicity. No federal ambient air quality standards have been promulgated for toxic air pollutants. However, the EPA and the NYSDEC have issued guidelines that establish acceptable ambient levels for these pollutants based on human exposure.

The NYSDEC DAR-1 guidance document presents guideline concentrations in micrograms per cubic meter for the one-hour and annual average time periods for various air toxic compounds. These values are provided in Table Q-2 for the compounds affecting receptors located at projected and potential development sites. The compounds listed are those emitted by existing sources of air toxics in the project area.

**Table 18**  
**Industrial Source Analysis: Relevant NYSDEC Air Guideline Concentrations**

Pollutant	CAS Number	SGC ( $\mu\text{g}/\text{m}^3$ )	AGC ( $\mu\text{g}/\text{m}^3$ )	Toxicity Rating
Ethyl Alcohol	00064-17-5	---	45,000	Low
Isopropyl Alcohol	00067-63-0	98,000	7,000	Moderate
Methanol	00067-56-1	33,000	4,000	Moderate
Dimethyl Ketone (Acetone) <sup>(1)</sup>	00067-64-1	180,000	28,000	Low
Butyl Alcohol	00071-36-3	---	1,500	Low
Methyl Ethyl Ketone	00078-93-3	59,000	5,000	Moderate
Methyl Isobutyl Ketone	00108-10-1	31,000	3,000	Moderate
Toluene	00108-88-3	37,000	400	Low
Ethylene glycol monobutyl ether	00111-76-2	14,000	13,000	Moderate
Butyl Acetate	00123-86-4	95,000	17,000	Low
Tetrachloroethylene	00127-18-4	1,000	1	Moderate
Monoethanolamine	00141-43-5	1,500	18	Moderate
Ethyl Acetate	00141-78-6	---	3,400	Moderate
Carbon Monoxide	00630-08-0	14,000	---	Not Rated
Xylene	01330-20-7	4,300	100	Moderate
Sulfur Dioxide	07446-09-5	910	80	Not Rated
Oxides of Nitrogen	10102-44-0	---	100	Not Rated
Particulate Matter <sup>(2), (3)</sup>	NY075-00-0	380	--	Not Rated

**Notes :**  
<sup>(1)</sup> Consists of compounds listed as solvents and miscellaneous organic compounds, which were modeled as acetone.  
<sup>(2)</sup> Includes compounds listed as solids that were modeled as particulate matter (PM<sub>10</sub>).  
<sup>(3)</sup> The annual PM<sub>10</sub> standard was revoked on December 18, 2006, which was the basis for the particulate AGC.  
**Source:** NYSDEC, DAR-1 AGC/SGC Tables (12/22/03).

In order to evaluate impacts of non-carcinogenic toxic air emissions, EPA developed a methodology called the “Hazard Index Approach.” The acute hazard index is based on short-term exposure, while the chronic non-carcinogenic hazard index is based on annual exposure limits. If the combined ratio of pollutant concentration divided by its respective short-term or annual exposure threshold for each of the toxic pollutants is found to be less than 1, no significant air quality impacts are predicted to occur due to these pollutant releases.

In addition, the EPA has developed unit risk factors for carcinogenic pollutants. The EPA considers an overall incremental cancer risk from a proposed action of less than 1-in-1 million to be insignificant. Using these factors, the potential cancer risk associated with each carcinogenic pollutant, as well as the total cancer risk of the releases of all of the carcinogenic toxic pollutants combined, can be estimated. If the total incremental cancer risk of all of the carcinogenic toxic pollutants combined is less than 1-in-1 million, no significant air quality impacts are predicted to occur due to these pollutant releases.

## METHODOLOGY FOR PREDICTING POLLUTANT CONCENTRATIONS

An analysis was conducted to evaluate potential impacts from the proposed action's HVAC systems. In addition, an assessment was conducted to determine the potential for impacts due to industrial activities within the re-zoning area.

### *HVAC SOURCE ANALYSES*

#### *Individual Sources*

##### Screening Analysis

A screening analysis was performed to assess air quality impacts associated with emissions from the HVAC system of each projected and potential development site. The methodology described in the *CEQR Technical Manual* was used for the analysis and considered impacts on sensitive uses (both existing residential developments as well as other residential developments under construction). The CEQR screening analysis methodology determines the threshold of development size below which the action would not have a significant adverse impact. The screening procedures utilize information regarding the type of fuel to be used, the maximum development size, and the HVAC exhaust stack height to evaluate whether a significant adverse impact is likely. Based on the distance from the proposed development to the nearest building of similar or greater height, if the maximum development size is greater than the threshold size in the *CEQR Technical Manual*, there is the potential for significant air quality impacts, and a refined dispersion modeling analysis would be required. Otherwise, the source passes the screening analysis, and no further analysis is required.

Since information on the HVAC systems' design is not available, each projected and potential development site was evaluated with the nearest existing or proposed residential development of a similar or greater height analyzed as a potential receptor. The maximum development floor areas of the proposed sites from the reasonable worst-case development scenario were used as input for the screening analysis. It was assumed that either natural gas or No. 4 fuel oil would be used in the HVAC systems, and that the stacks would be installed 3 feet above roof height (as per the *CEQR Technical Manual*).

##### Dispersion Modeling

Development sites that did not pass HVAC the screening analysis were analyzed using a refined dispersion model, the AERMOD dispersion model developed by EPA. The AERMOD model was designed as a replacement to the EPA Industrial Source Complex (ISC3) model and was recently approved for use by EPA. The AERMOD model calculates pollutant concentrations from one or more points (e.g., exhaust stacks) based on hourly meteorological data. Computations with the AERMOD model to determine impacts from exhaust stacks were made assuming stack tip downwash, urban dispersion and surface roughness length and elimination of calms. The meteorological data set consisted of the five years of concurrent meteorological data: surface data collected at La Guardia Airport (2001-2005) and upper air data collected at Brookhaven, Suffolk County, New York.

The *CEQR Technical Manual* states that an air dispersion model should be run with and without building downwash (the downwash option accounts for the dispersion effects from a stack plume

due to the structure the stack is located at, as well as other nearby structures). In general, modeling without building downwash produces higher estimates of pollutant concentrations when assessing the impact of elevated sources on elevated receptor locations. Therefore, the HVAC analysis was performed using the AERMOD model with the no downwash option only.

*Cumulative Impacts from HVAC Sources*

In addition to the individual HVAC source analysis, a group or “cluster” of HVAC sources with similar stack heights was analyzed, in order to address the cumulative impacts of multiple HVAC sources on nearby receptors. This analysis was performed using the EPA SCREEN3 Model (version 96043). The SCREEN3 model is a screening version of the ISC3 model, and is used for determining maximum concentrations from a single source using predefined meteorological conditions.

One HVAC cluster was used to represent a worst case modeling scenario. The cluster was selected based on the total floor area of the development sites within the cluster, the distance to the nearest receptor and the orientation of the cluster. The cluster emissions were modeled as an area source defined by the lengths of the borders surrounding the development sites. The location and development sites associated with the modeled cluster are presented in Figure Q-1.

NYCDEP Report 12 was used to determine fuel usage rates per unit of floor area. Emission factors as reported in AP-42 for fuel oil and natural gas fired boilers were used to estimate emissions from the cluster, based on the cluster’s total development size and calculated fuel usage estimate.

*Background Concentrations*

To estimate the maximum expected pollutant concentration at a given receptor, the calculated impact must be added to a background value that accounts for existing pollutant concentrations from other sources (see Table Q-3).

**Table 19  
Background Pollutant Concentrations**

<b>Pollutants</b>	<b>Averaging Period</b>	<b>Monitoring Station</b>	<b>Background Concentration (<math>\mu\text{g}/\text{m}^3</math>)</b>	<b>Ambient Standard (<math>\mu\text{g}/\text{m}^3</math>)</b>
NO <sub>2</sub>	Annual	P.S. 59, Manhattan	71	100
SO <sub>2</sub>	3 hour	P.S. 59, Manhattan	202	1,300
	24 hour		123	365
	Annual		37	80
PM <sub>10</sub>	24 Hour	JHS 126, Brooklyn	50	150

**Source:** 2002–2005 Annual New York State Air Quality Report, Ambient Air Monitoring System, NYSDEC.

The background concentrations were added to the maximum predicted concentrations from the HVAC analysis to determine whether future concentrations of pollutants with the Proposed Action would comply with NAAQS.

*INDUSTRIAL SOURCE ANALYSIS*

Pollutants emitted from the exhaust vents of existing permitted industrial facilities were examined to identify potential adverse impacts on future residents. To assess and estimate the

potential effects on the proposed action from existing industrial operations in the surrounding area, an analysis investigation was conducted.

A field survey was initially conducted to determine the potential for manufacturing uses that may have air emission permits. The results of the field survey determined that there were few sources (mainly auto repair and dry cleaning) that had the potential for air toxics emissions.

Information regarding the release of air pollutants from existing industrial sources was obtained from the NYCDEP's Bureau of Environmental Compliance (BEC) and NYSDEC records. A comprehensive search was also performed to identify NYSDEC state facility and Title V permits and registrations listed in the EPA Envirofacts database. Facilities that appeared in the Envirofacts database but did not also possess a NYCDEP certificate to operate were cross-referenced against the NYSDEC's Air Guide-1 software emissions database, which presents a statewide compilation of permit data for toxic air pollutants, to obtain emissions data and stack parameters. There were no such sources in the study area.

All industrial air pollutant emission sources within 400 feet of any projected or potential development site were included in the air quality impact analyses. The *CEQR Technical Manual* also requires an assessment of any actions that could result in the location of residential developments within 1,000 feet of a large emission source or within 400 feet of commercial, institutional, or large-scale residential developments where the proposed structure would be of a height similar to or greater than the height of an existing emission stack. However, consistent with the character of the rezoning area and its surroundings, no major sources of emissions were identified; therefore, the analysis focused on industrial sources.

Permitted sources were found at one projected and one potential development site. Under the proposed actions, it is assumed that all of the projected developments would be completed by the Proposed Action's build year. Therefore, the industrial source at the projected development site was not analyzed since a developed site would not continue to be a source of industrial emissions. However, at potential development sites, which may not be developed by the project's build year, existing industrial sources would be permissible within the proposed zoning district. Therefore, the analysis was conducted assuming the sources remained at the potential site, as well as assuming that the proposed rezoning would result in the redevelopment of this property.

In cases where concentrations were predicted to exceed an SGC or AGC at potential development sites with industrial source permits, further analysis was performed to determine if the source of the impact was the industrial source permit that currently exists on that potential development site. If the source of the impact was on the development site, no significant impact would occur, since a development site could not be both developed with residential uses and continue to have industrial operations.

The permit information was compiled into a database of source locations, air emission rates, and other pertinent data in order to determine source impacts. The information was based on the most current air permit data available.

The industrial source analysis was conducted using the EPA AERMOD dispersion model. The AERMOD model was designed as a replacement to the EPA Industrial Source Complex (ISC3) model and was recently approved for use by EPA. The AERMOD model calculates pollutant concentrations from one or more points (e.g., exhaust stacks) based on hourly meteorological data. Computations with the AERMOD model to determine impacts from exhaust stacks were

made assuming stack tip downwash, urban dispersion and surface roughness length and elimination of calms. Since the highest impacts are predicted to occur on elevated (flagpole) receptors, the AERMOD model was run without downwash, consistent with the HVAC analysis. The meteorological data set consisted of the five years of concurrent meteorological data: surface data collected at La Guardia Airport (2001-2005) and upper air data collected at Brookhaven, Suffolk County, New York.

Predicted worst-case impacts were compared with the short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs) recommended in the NYSDEC's DAR-1 AGC/SGC Tables. These guideline concentrations present the airborne concentrations which are applied as a screening threshold to determine if the future residents of the proposed action sites could be significantly impacted from nearby sources of air pollution.

Potential cumulative impacts were evaluated based on EPA's Hazard Index Approach for noncarcinogenic compounds and EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information at referenced concentrations for individual compounds to determine the level of health risk posed by an expected ambient concentration of these compounds at a sensitive receptor. For non-carcinogenic compounds, EPA considers a concentration-to-reference dose level ratio of less than 1 to be acceptable. For carcinogenic compounds, the EPA unit risk factors represent the concentration at which an excess cancer risk of 1-in-1 million is predicted. In cases where an EPA reference dose or unit risk factor does not exist, the NYSDEC AGC was used.

## **EXISTING CONDITIONS**

### *EXISTING MONITORED AIR QUALITY CONDITIONS*

Monitored background concentrations of SO<sub>2</sub>, NO<sub>2</sub>, CO, ozone, lead, PM<sub>10</sub>, and PM<sub>2.5</sub> for the study area are shown in Table Q-4. These values (2005) are the most recent monitored data that have been made available by NYSDEC (with the exception of PM<sub>10</sub>, which is based on 2004 data since more recent data are not yet available). In the case of the 8-hour ozone and 24-hour PM<sub>2.5</sub>, concentrations reflect the most recent 3 years of data, consistent with the basis for these standards. There were no monitored violations of NAAQS at these monitoring sites (the maximum 24-hour PM<sub>2.5</sub> concentration is above the recently revised NAAQS, however)

**Table 20**  
**Representative Monitored Ambient Air Quality Data**

Pollutants	Location	Units	Period	Concentration	Exceeds Federal Standard?	
					Primary	Secondary
CO	P.S. 59, Manhattan	ppm	8-hour	1.6	N	N
			1-hour	2.2	N	N
SO <sub>2</sub>	P.S. 59, Manhattan	µg/m <sup>3</sup>	Annual	29	N	-
			24-hour	99	N	-
			3-hour	160	-	N
Respirable particulates (PM <sub>10</sub> )	JHS 126, Brooklyn	µg/m <sup>3</sup>	Annual	17 <sup>(1), (5)</sup>	N	N
			24-hour	32 <sup>(1)</sup>	N	N
Respirable particulates (PM <sub>2.5</sub> )	JHS 126, Brooklyn	µg/m <sup>3</sup>	Annual	15.3	N <sup>(3)</sup>	N <sup>(3)</sup>
			24-hour	36.3	N <sup>(4)</sup>	N <sup>(4)</sup>
NO <sub>2</sub>	P.S. 59, Manhattan	µg/m <sup>3</sup>	Annual	68	N	N
Lead	Susan Wagner, Staten Island	µg/m <sup>3</sup>	3-month	0.01	N	-
Ozone (O <sub>3</sub> )	Queens College	ppm	1-hour	0.123 <sup>(2)</sup>	-	-
		ppm	8-hour	0.086	N	N

**Notes:**  
<sup>1</sup> Ambient monitoring data are not yet available from NYSDEC for 2005. The latest available value from 2004 was used instead.  
<sup>2</sup> The 1-hour ozone NAAQS has been replaced with the 8-hour standard; however, the maximum monitored concentration is provided for informational purposes.  
<sup>3</sup> The value exceeds the NAAQS; however, compliance is determined based on the most recent three-year average, and is less than the NAAQS.  
<sup>4</sup> The most recent monitoring data does not exceed the previous standard of 65 µg/m<sup>3</sup> which was in place at the time the monitoring was performed. However, the concentration does exceed the revised 24-hour PM<sub>2.5</sub> standard of 35 µg/m<sup>3</sup>.  
<sup>5</sup> The annual PM<sub>10</sub> standard was revoked, effective December 18, 2006.  
**Source:** NYSDEC, 2004-2005 New York State Ambient Air Quality Data.

**FUTURE WITHOUT THE PROPOSED ACTION**

In the future without the proposed action, the existing provisions of the Fort Greene/Clinton Hill zoning districts would remain. Industrial uses would be anticipated to be comparable to the build condition, and fewer commercial and residential uses would be developed as compared to the build condition. In addition, fewer vehicle trips would be generated than with the no build condition, since the proposed action would moderately increase density as compared to the existing zoning.

**PROBABLE IMPACTS OF THE PROPOSED ACTION**

*HVAC SOURCE ANALYSIS*

*Individual Sources*

*Screening Analysis*

The screening analysis was performed to determine whether impacts from projected and potential development sites could potentially impact other projected and potential development sites, other planned developments in the study area, or existing buildings. The analysis was performed assuming No. 4 fuel oil as the HVAC systems' fuel type.

For each of the proposed development sites the nearest building of a similar or greater height was determined. A total of three development sites (two projected and one potential) failed the screening analysis using No. 4 fuel oil as the fuel source. No. 2 oil was then assumed for the sites that failed the initial screening analysis; however, one of the three development sites also failed using this fuel. For other development sites, burning No. 4 oil would not result in any significant stationary source air quality impacts, based on the screening methodologies in the *CEQR Technical Manual*, because the development sites are below the maximum size determined using Figure 3Q-5 of Air Quality Appendix 7 of the *CEQR Technical Manual*. Burning No. 2 oil or natural gas at these development sites would also result in no significant impacts since these fuels are less polluting than No. 4 oil.

*Dispersion Modeling*

For each of the three development sites that failed the HVAC screening analysis, a refined analysis was performed utilizing the AERMOD dispersion model. Maximum predicted concentrations of SO<sub>2</sub> were determined and were added to background concentrations for comparison to the NAAQS. The results indicated that no significant impacts are predicted using No. 4 oil for any of these development sites; therefore, no significant HVAC impacts are predicted as a result of the Proposed Action.

*Cumulative Impacts from HVAC Sources*

An HVAC site cluster (HVAC sources in close proximity with similar stack heights) was identified and a quantitative modeling analysis was performed to determine its potential impact. The total floor area of each individual site in the cluster was summed together and an area source for cluster emissions was placed in the approximate geographic location of the sites comprising the cluster (see Figure Q-1). The modeled cluster consisted of the following projected and potential development sites: Projected Development Sites 25, 26, 27, 28, and 29; and Potential Development Sites U, V, W, X, Y, Z, AA, and BB – comprising a total floor area of 671,864 square feet with a stack height at 80 feet.

The SCREEN3 modeling analysis did not result in any impacts on nearby receptors (i.e., total pollutant concentrations did not exceed the NAAQS) using either fuel oil or natural gas. Therefore, no significant adverse air quality impacts are predicted from the HVAC cluster analysis.

*INDUSTRIAL SOURCE ANALYSIS*

As discussed above, a study was conducted to analyze industrial uses within 400 feet of the projected and potential development sites. NYCDEP-BEC and EPA permit databases were used to identify existing sources of emissions. A total of 14 sources were identified within 400 feet of at least one development site that would potentially remain in the build condition. The information from these permits (emission rates, stack parameters, etc.) was input to the AERMOD dispersion model.

Using the modeling approach outlined above, Table Q-5 presents the maximum predicted impacts at the projected and potential development sites. The table also lists the SGC and AGC for each air toxic pollutant.

As seen in Table Q-5, the maximum predicted annual concentration for tetrachloroethylene exceeds the AGC, which occurred at a total of one projected and one potential development site. However, predicted impacts are less than 10 times higher than the AGC. NYSDEC guidance interprets impacts of less than 10 times higher than the AGC for carcinogenic compounds that have a risk-based threshold (which includes tetrachloroethylene) as allowable, as long as the emissions source is equipped with best available control technology (BACT). The tetrachloroethylene impacts are from dry cleaners, which are equipped with advanced emission prevention and control technologies capable of reducing emissions of tetrachloroethylene by at least 98 percent. Since these emissions sources have controls that meet BACT, the impacts of tetrachloroethylene at these development sites are not considered significant.

One of the sources identified, a dry cleaner located at 856 Fulton Street, was not analyzed since emission data was not available from DEP. It is known from information obtained from DEP that this source is equipped with state-of-the-art (4th generation) control technology, and utilizes equipment approved and certified for use by NYSDEC. This type of dry cleaning machine uses a closed loop system which minimizes fugitive emissions, and uses a refrigerating condenser and carbon adsorber for emissions control. The machine is also required to meet stringent operating, monitoring and reporting requirements under both NYSDEC and DEP regulations. As discussed earlier, potential impacts up to ten times the NYSDEC AGC for tetrachloroethylene (i.e., 10)

**Table 21**  
**Maximum Predicted Impacts on Projected and Potential Development Sites**  
**from Industrial Sources**

ollutant	CAS Number	Cumulative Short-Term Impact ( $\mu\text{g}/\text{m}^3$ )	SGC ( $\mu\text{g}/\text{m}^3$ )	Cumulative Annual Impact ( $\mu\text{g}/\text{m}^3$ )	AGC ( $\mu\text{g}/\text{m}^3$ )
Ethyl Alcohol	00064-17-5	1,661.25	---	3.95	45,000
Isopropyl Alcohol	00067-63-0	0.17	33,000	0.02	4,000
Dimethyl Ketone (Acetone) <sup>(1)</sup>	00067-64-1	1,743.67	180,000	20.73	28,000
Butyl Alcohol	00071-36-3	5,531.63	---	25.76	1,500
Toluene	00108-88-3	817.08	37,000	1.94	400
Ethylene glycol monobutyl ether	00111-76-2	0.20	14,000	0.02	13,000
Butyl Acetate	00123-86-4	817.19	95,000	1.94	17,000
Tetrachloroethylene	00127-18-4	759.66	1,000	6.97 <sup>(2)</sup>	1
Monoethanolamine	00141-43-5	0.10	1,500	0.02	18
Carbon Monoxide	00630-08-0	2.83	14,000	0.03	---
Xylene	01330-20-7	206.98	4,300	0.49	100
Sulfur Dioxide	07446-09-5	2.83	910	0.03	80
Oxides of Nitrogen	10102-44-0	485.25	---	7.66	100
Particulate Matter <sup>(3), (4)</sup>	NY075-00-0	204.20	380	1.29	--

**Notes:**  
<sup>(1)</sup> Consists of compounds listed as solvents and miscellaneous organic compounds, which were modeled as acetone.  
<sup>(2)</sup> Concentration exceeds AGC, but is less than 10 in a million risk (i.e., 10 times the AGC threshold); therefore, impacts not considered significant.  
<sup>(3)</sup> Includes compounds listed as solids that were modeled as particulate matter (PM<sub>10</sub>).  
<sup>(4)</sup> The annual PM<sub>10</sub> standard was revoked on December 18, 2006, which was the basis for the particulate AGC.

$\mu\text{g}/\text{m}^3$ ) are not considered to be significant. Given the types of controls employed by this source, it is unlikely that concentrations of tetrachloroethylene would exceed the significant impact threshold of  $10 \mu\text{g}/\text{m}^3$  at any projected or potential development site.

Cumulative impacts were also determined for the combined effects of different toxic air pollutants, conservatively assuming all impacts occur at the same location. As presented in Table Q-6, for non-carcinogenic compounds, EPA's Hazard Index Approach resulted in a calculated value of 0.102, which is less than 1.0, and is considered to be insignificant. For carcinogenic compounds, the EPA unit risk factor is estimated to be 6.97. While the maximum cancer risk is above the level considered by EPA to be significant (1 per million), the only carcinogenic pollutant identified was tetrachloroethylene. As discussed above, impacts below ten times the NYSDEC AGC (which is equivalent to ten times the EPA risk factor) are not considered to be significant under NYSDEC policy for the permitting of emission sources. Furthermore, the health risk analysis is based upon a lifetime exposure at the predicted concentrations at a single location, which is a very conservative approach. Therefore, based upon the cumulative air toxics analysis, the proposed action would not result in a significant cancer risk.

**Table 22**  
**Estimated Maximum Hazard Index**

Pollutant	CAS Number	Estimated Pollutant Concentration (ug/m <sup>3</sup> )	AGC (ug/m <sup>3</sup> )	Concentration to AGC Ratio
<b>Carcinogenic Compounds</b>				
Tetrachloroethylene	00127-18-4	6.97	1.0	6.97 <sup>(5)</sup>
<b>Total Estimated Cancer Risk</b>				<b>6.97E-06</b>
<b>Cancer Risk Threshold Value</b>				<b>1.00E-06</b>
<b>Non-Carcinogenic Compounds</b>				
Ethyl Alcohol	00064-17-5	0.0226	45,000	4.97E-07
Isopropyl Alcohol	00067-63-0	0.0	4,000	0.0
Dimethyl Ketone (Acetone) <sup>(1)</sup>	00067-64-1	0.0794	28,000	2.84E-06
Butyl Alcohol	00071-36-3	0.0158	1,500	1.05E-05
Toluene	00108-88-3	0.0109	400	2.71E-05
Ethylene glycol monobutyl ether	00111-76-2	0.00002	13,000	1.54E-09
Butyl Acetate	00123-86-4	0.0109	17,000	6.38E-07
Monoethanolamine	00141-43-5	0.00002	13,000	1.11E-06
Xylene	01330-20-7	0.0	100	0.0
Sulfur Dioxide	07446-09-5	0.0265	80	3.31E-04
Oxides of Nitrogen	10102-44-0	7.661	100	7.66E-02
Particulate Matter <sup>(3), (4)</sup>	NY075-00-0	1.286	50	2.57E-02
<b>Total Hazard Index</b>				<b>0.102</b>
<b>Hazard Index Threshold Value</b>				<b>1.00E+00</b>
<b>Notes:</b>				
<sup>(1)</sup> Modeled as acetone.				
<sup>(2)</sup> Rfc Values (ug/m <sup>3</sup> ) established by the EPA's Inhalation Risk Information System (IRIS) were used instead of the AGC for determining the hazard index.				
<sup>(3)</sup> Modeled as particulate matter (PM <sub>10</sub> ).				
<sup>(4)</sup> The PM <sub>10</sub> standard, which was the basis for the AGC, has been revoked. However, the hazard index is included for this pollutant for informational purposes.				
<sup>(5)</sup> The NYSDEC AGC is equivalent to a 1 in 1 million risk (reference: NYSDEC 2003).				

The procedures used to estimate maximum potential impacts from industrial sources showed that their operations would not result in any predicted violations of the NAAQS or any exceedances of the recommended SGC or AGC. Therefore, based on the data available on the surrounding industrial uses, development resulting from the proposed action would not experience significant air quality impacts from these facilities.

## R. NOISE

The proposed project would not generate sufficient traffic to have the potential to cause a significant noise impact (i.e., it would not result in a doubling of passenger car equivalents [PCEs] which would be necessary to cause a 3 dBA increase in noise levels). However, ambient noise levels adjacent to the projected and potential developments must be considered in order to address any CEQR noise attenuation requirements for interior noise levels. This assessment is presented.

### Noise Standards And Criteria

#### New York CEQR Noise Standards

The New York City CEQR Technical Manual defined attenuation requirements for buildings based on exterior noise level (see Table 23, “Required Attenuation Values to Achieve Acceptable Interior Noise Levels”). Recommended noise attenuation values for buildings are designed to maintain interior noise levels of 45 dBA or lower, and are determined based on exterior  $L_{10(1)}$  noise levels.

**Table 23**

**Required Attenuation Values to Achieve Acceptable Interior Noise Levels**

	Marginally Acceptable	Marginally Unacceptable		Clearly Unacceptable		
Noise Level With Proposed Action	$65 < L_{10} \leq 70$	$70 < L_{10} \leq 75$	$75 < L_{10} \leq 80$	$80 < L_{10} \leq 85$	$85 < L_{10} \leq 90$	$90 < L_{10} \leq 95$
Attenuation*	25 dB(A)	(I) 30 dB(A)	(II) 35 dB(A)	(I) 40 dB(A)	(II) 45 dB(A)	(III) 50 dB(A)
<b>Note:</b>	* The above composite window-wall attenuation values are for residential dwellings. Commercial office spaces and meeting rooms would be 5 dB(A) less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation.					
<b>Source:</b>	New York City Department of Environmental Protection					

### Existing Noise Levels

Existing noise levels were measured for 20-minute periods during the three weekday peak periods—AM (8:00– 9:00 AM), midday (MD) (12:00 – 2:00 PM), and PM (5:00 – 6:00 PM) on March 21 and 22, 2007 at seven receptor sites within the project area. Site 1 was located at the southwest corner of Carlton Avenue and Myrtle Avenue, site 2 was located on Grand Avenue between Myrtle Avenue and the BQE on the east side of the street, site 3 was located at the northwest corner of Classon Avenue and Myrtle Avenue, site 4 was located at the southeast corner of Lafayette Avenue and Fulton Street, site 5 was located on the north corner of Putnam Avenue and Fulton Street, Site 6 was located at the northeast corner of Waverly Avenue and Atlantic Avenue, and site 7 was located on the northwest corner of Classon Avenue and Atlantic Avenue (see Figure R-1).

The instrumentation used for the 20-minute noise measurements was a Brüel & Kjær Type 4189 ½-inch microphone connected to a Brüel & Kjær Model 2260 Type 1 (according to ANSI Standard S1.4-1983) sound level meter. This assembly was mounted at a height of 5 feet above the ground surface on a tripod and at least 6 feet away from any large sound-reflecting surface to avoid major interference with sound propagation. The meter was calibrated before and after



Noise Receptor Location Map  
Figure R-1

**FORT GREENE CLINTON HILL REZONING**

readings with a Brüel & Kjær Type 4231 sound-level calibrator using the appropriate adaptor. Measurements at each location were made on the A-scale (dBA). The data were digitally recorded by the sound level meter and displayed at the end of the measurement period in units of dBA. Measured quantities included  $L_{eq}$ ,  $L_1$ ,  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$ . A windscreen was used during all sound measurements except for calibration. All measurement procedures conformed with the requirements of ANSI Standard S1.13-1971 (R1976).

The results of the measurements of existing noise levels are summarized in Table 24.

**Table 24**  
**Existing Noise Levels (in dBA)**

Site	Measurement Location	Time	$L_{eq}$	$L_1$	$L_{10}$	$L_{50}$	$L_{90}$
1	Southwest corner of Carlton Avenue and Myrtle Avenue	AM	71.1	80.6	73.9	68.7	63.0
		MD	69.9	81.0	72.7	65.3	59.3
		PM	67.9	75.0	71.1	66.0	59.8
2	Grand Avenue between Myrtle Avenue and the BQE	AM	64.2	76.0	63.8	59.3	57.6
		MD	71.4	75.4	73.6	71.5	61.9
		PM	59.7	69.1	60.8	57.9	56.4
3	Northwest corner of Classon Avenue and Myrtle Avenue	AM	71.2	80.5	74.7	68.4	63.6
		MD	71.8	80.9	75.6	67.3	60.0
		PM	69.4	80.0	71.3	66.7	60.3
4	Southwest corner of Lafayette Avenue and Fulton Street	AM	70.7	81.0	73.8	67.4	62.2
		MD	72.3	84.1	74.8	67.6	62.3
		PM	72.8	82.7	75.3	67.6	63.3
5	North corner of Putnam Avenue and Fulton Street	AM	64.0	74.0	67.0	60.9	55.3
		MD	66.2	77.4	69.7	60.9	56.4
		PM	61.9	69.2	64.6	60.0	56.5
6	Northeast corner of Waverly Avenue and Atlantic Avenue	AM	73.4	81.6	76.8	70.8	63.1
		MD	73.6	82.0	76.8	72.1	63.3
		PM	72.5	81.0	75.5	70.4	64.5
7	Northwest corner of Classon Avenue and Atlantic Avenue	AM	75.9	86.7	78.4	73.1	67.1
		MD	75.2	85.6	78.2	72.1	64.9
		PM	73.4	82.2	76.4	71.4	64.4

**Note:** Field measurements were performed by AKRF, Inc. on March 21 and 22, 2007.

At all monitoring sites, traffic noise was the dominant noise source. Measured noise levels are moderate to relatively high and reflect the level of vehicular activity on the adjacent streets. In terms of CEQR criteria, receptor 5 is in the “marginally acceptable” category and receptors 1-4, 6 and 7 are in the “marginally unacceptable” category.

### Noise Attenuation Measures

As shown in Table 23, the New York City *CEQR Technical Manual* has set noise attenuation quantities for buildings, based on exterior  $L_{10(1)}$  noise levels, and in order to maintain interior noise levels of 45 dBA or lower.

Tables 25 and 26 show the minimum window/wall attenuation necessary to meet CEQR requirements for internal noise levels at each projected and potential development site.

**Table 25  
Noise Attenuation Requirements for Projected Development Sites**

Site #	Block	Lot	Proposed Zoning	Projected Use	Measurement Location (See Table R-2)	Minimum Required Building Attenuation
1	2073	21	R7A/C2-4	Residential/Commercial	1	30
		22				
2	2046	84	R7A/C2-4+R5B	Residential/Commercial	1	30
3	2075	27	R7A/C2-4	Residential/Commercial	1	30
		28				
4	1890	85	R7A/C2-4	Residential/Commercial	3	35
		86				
		87				
		89				
5	1905	19	R7A/C2-4	Residential/Commercial	3	35
6	1892	70	R7A/C2-4	Residential/Commercial	3	35
		71				
7	1905	30	R7A/C2-4	Residential/Commercial	3	35
8	1893	58	R7A/C2-4	Residential/Commercial	3	35
		59				
		60				
9	1893	54	R7A/C2-4	Residential/Commercial	3	35
		57				
10	1893	47	R7A	Residential	2	30
		49				
11	1893	10	R7A	Community Facility	2	30
		11				
		13				
		14				
		15				
		37				
		38				
		39				
		40				
		41				
42						
43						
12	1905	40	R7A/C2-4	Residential/Commercial	3	35
13	1894	54	R7A/C2-4	Residential/Commercial	3	35
		55				
14	1895	61	R7A/C2-4	Residential/Commercial	3	35
15	2113	22	R7A/C2-4	Residential/Commercial	5	30
		31				

**Table 25 (cont'd)**

Site #	Block	Lot	Proposed Zoning	Projected Use	Measurement Location (See Table R-2)	Minimum Required Building Attenuation
16	2003	30	R7A	Residential	4	35
		31				
		32				
17	2010	25	R7A/C2-4	Residential/Commercial	5	30
18	2011	30	R7A/C2-4	Residential/Commercial	5	30
19	2012	10	R7A/C2-4	Residential/Commercial	5	30
20	2012	32	R7A/C2-4+R6B	Residential/Commercial	5	30
21	1981	1	R7A/C2-4	Residential/Commercial	5	30
22	1992	12	R7A/C2-4	Residential/Commercial	5	30
		13				
		15				
		16				
23	1992	20	R7A	Residential	5	25
		21				
		24				
24	2010	1	R7A/C2-4	Residential/Commercial	6	35
		59				
25	2018	67	R7A/C2-4	Residential/Commercial	6	35
		166				
26	2018	64	R7A/C2-4	Residential/Commercial	6	35
27	2018	46	R7A/C2-4	Residential/Commercial	7	35
28	2019	63	R7A/C2-4	Residential/Commercial	7	35
29	2019	51	R7A/C2-4	Residential/Commercial	7	35

**Table 26**  
**Noise Attenuation Requirements for Potential Development Sites**

Site #	Block	Lot	Proposed Zoning	Projected Use	Measurement Location (See Table R-2)	Minimum Required Building Attenuation
A	2044	89	R7A/C2-4	Residential/Commercial	1	30
		90				
B	1889	94	R7A/C2-4+R6B	Residential/Commercial	1	30
C	1892	74	R7A/C2-4	Residential/Commercial	3	35
		75				
D	1905	120	R7A/C2-4	Residential/Commercial	3	35
E	1895	69	R7A/C2-4	Residential/Commercial	3	35
		70				
		71				
		72				
F	1909	23	R7A/C2-4	Residential/Commercial	3	35
		25				
		26				
		27				
G	2116	6	R7A/C2-4	Residential/Commercial	5	30
		7				
		8				

**Table 26 (cont'd)**

Site #	Block	Lot	Proposed Zoning	Projected Use	Measurement Location (See Table R-2)	Minimum Required Building Attenuation
H	2117	43	R7A/C2-4	Residential/Commercial	5	30
		44				
		45				
I	2115	8	R7A/C2-4	Residential/Commercial	5	30
		10				
J	2010	18	R7A	Residential	5	25
		19				
		20				
K	1978	1	R7A/C2-4+R6B	Residential/Commercial	5	30
L	2012	27	R7A/C2-4	Residential/Commercial	5	30
M	1980	64	R7A/C2-4+R6B	Residential/Commercial	5	30
		66				
		67				
N	2014	30	R7A/C2-4	Residential/Commercial	5	30
		31				
		32				
O	1991	16	R7A/C2-4	Residential/Commercial	5	30
P	1991	19	R7A/C2-4	Residential/Commercial	5	30
		1				
		2				
		3				
		4				
		5				
		6				
7						

		106				
		5				
		6				
		7				
		8				
		9	R7A/C2-4			
		26				
		28				
		29				
Q	1992	30	R7A	Residential/Commercial	5	30
R	2011	1	R7A/C2-4+R6A	Residential/Commercial	6	35
		1				
		65				
		67				
		69				
		70				
S	2012	71	R7A/C2-4	Residential/Commercial	6	35
		61				
		62				
T	2012	63	R7A/C2-4	Residential/Commercial	6	35

**Table 26 (cont'd)**

Site #	Block	Lot	Proposed Zoning	Projected Use	Measurement Location (See Table R-2)	Minimum Required Building Attenuation
		1				
		2				
		3				
		4				
		5				
		6				
U	2018	101	R7A/C2-4	Residential/Commercial	6	35
		62				
V	2018	63	R7A/C2-4	Residential/Commercial	7	35
		59				
		60				
W	2018	61	R7A/C2-4	Residential/Commercial	7	35
		54				
		55				
		56				
X	2018	57	R7A/C2-4	Residential/Commercial	7	35
Y	2019	1	R7A/C2-4	Residential/Commercial	7	35
Z	2019	80	R7A/C2-4	Residential/Commercial	7	35
AA	2019	75	R7A/C2-4	Residential/Commercial	7	35
		55				
BB	2019	60	R7A/C2-4	Residential/Commercial	7	35

To achieve 30 dBA of building attenuation, double glazed windows with good sealing properties as well as alternate means of ventilation such as well sealed through-the-wall air conditioning, would be necessary; and, to achieve 35 dBA of building attenuation,

double glazed windows with good sealing properties as well as alternate ventilation such as central air conditioning, would be necessary..

To implement these attenuation requirements, an (E) designation for noise would be applied to the above listed sites specifying the appropriate amount of window/wall attenuation.

It is assumed that the building mechanical systems (i.e., heating, ventilation, and air conditioning systems) would be designed to meet all applicable noise regulations thereby avoiding producing levels that would result in any significant increase in ambient noise levels.

To avoid any potential noise impacts associated for those sites with commercial and community facility use only, the proposed action will place an (E) designation for noise on the following properties:

Block 1978, Lot 1

Block 1980, Lot 64, 66 & 67

Block 1981, Lot 1

Block 1889, Lot 94

Block 1991, Lots 1, 2, 3, 4, 5, 6, 7, 16, 19 & 106

Block 1992, Lots 5, 6, 7, 8, 9, 12, 13, 15, 16, 26, 28, 29 & 30

Block 2010, Lot 25

Block 2011, Lot 30

Block 2012, Lot 10 & 32

Block 2044, Lots 89 & 90

Block 2115, Lot 8 & 10

Block 2116, Lots 6, 7 & 8

Block 2117, Lots 43, 44 & 67

Block 2012, Lot 27

Block 2014, Lots 30, 31 & 32

The text of the (E) designation is as follows:

**In order to ensure an acceptable interior noise environment, future commercial uses must provide a closed window condition with a minimum of 30 dB(A) window/wall attenuation in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.**

To avoid any potential noise impacts associated for those sites residential use, the proposed action will place an (E) designation for noise on the following properties:

Block 1890, Lots 85, 86, 87 & 89

Block 1905, Lot 19, 30, 40 & 120

Block 1909, Lot 23, 25, 26, 27

Block 1892, Lots 70, 71, 74, 75

Block 1893, Lots 54, 57, 58, 59, 60

Block 1894, Lots 54 & 55

Block 1895, Lots 61, 69, 70, 71 & 72

Block 2003, Lots 30, 31 & 32

Block 2010, Lots 1 & 59

Block 2011, Lot 1

Block 2012, Lots 1, 62, 63, 65, 67, 69, 70 & 71

Block 2115, Lots 8 & 10

Block 2116, Lots 6, 7 & 8

Block 2117, Lots 43, 44 & 45

Block 2018, Lots 1, 2, 3, 4, 5, 6, 46, 54, 55, 56, 57, 59, 60, 61, 62, 63, 64, 67 & 166

Block 2019, Lots 1, 51, 55, 60, 63, 75 & 80

The text of the (E) designation is as follows:

**In order to ensure an acceptable interior noise environment, future residential uses must provide a closed window condition with a minimum of 35 dB(A) window/wall attenuation in order to maintain an interior noise level of 45 dB(A). In order to maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate**

**means of ventilation includes, but is not limited to, central air conditioning or air conditioning sleeves containing air conditioners or HUD-approved fans.**

With the implementation of the above (E) designation, no significant adverse impacts related to noise would occur.

## **S. CONSTRUCTION IMPACTS**

No construction related impacts are anticipated as a result of the proposed map changes and text amendment.

Demolition and construction activities associated with the proposed action could result in temporary disruption to the surrounding community, including occasional noise and dust. Construction activities could also result in the temporary closing of sidewalks. However, these conditions are typical of construction activities in New York City and would not be considered significant adverse impacts.

The construction process in New York City is highly regulated to ensure that construction period impacts are eliminated or minimized. The construction process requires consultation and coordination with a number of City and/or State agencies, including the New York City Department of Transportation, the Department of Buildings and the Department of Environmental Protection, among others

## **T. PUBLIC HEALTH**

No significant impacts related to public health are anticipated as a result of the proposed action.

Public Health includes the activities that society undertakes to create and maintain conditions in which people can be healthy. A CEQR assessment of public health examines potential impacts on health citywide, or in the case of the proposed action, on the health of a community or certain groups of individuals. Public health concerns for which a public health assessment may be warranted include the following:

- Increased vehicular traffic or emissions from stationary sources resulting in significant adverse air quality impacts.
- Solid waste management practices that would attract vermin and result in an increase in pest populations.
- Increased exposure to heavy metals and other contaminants in soil/dust resulting in significant adverse impacts.
- Vapor infiltration from contaminants within a building or underlying soil (e.g., contamination originating from gasoline stations or dry cleaners) that may result in significant adverse hazardous materials impacts.

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- No significant adverse impacts related to noise, hazardous materials, traffic, air quality or sanitation are anticipated as a result of the proposed action, and therefore a further public health assessment for these impact categories is not warranted.