East New York Rezoning Proposal
Chapter 2: Land Use, Zoning, and Public Policy

A. INTRODUCTION

Under 2014 *City Environmental Quality Review* (CEQR) *Technical Manual* guidelines, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed action and determines whether the proposed action is compatible with those conditions or may affect them. Similarly, the analysis considers the proposed action's compliance with, and effect on, the area's zoning and other applicable public policies.

As described in Chapter 1, "Project Description," the East New York Rezoning proposal consists of a series of land use actions (collectively, the "Proposed Actions") intended to facilitate the implementation of the objectives of the East New York Community Plan. The affected area comprises approximately 190 blocks of the East New York, Cypress Hills, and Ocean Hill neighborhoods in Brooklyn Community Districts (CDs) 5 and 16.

The Proposed Actions include:

- *Zoning map amendments:* to replace all or portions of existing M1-1, M1-2, C8-1, C8-2, R5, and R6 districts with R5, R5B, R6B, R6A, R7A, R7D, R8A, M1-4/R6A, M1-4/R7A, M1-4/R7D, M1-4/R8A, C4-4D, C4-4L, and C4-5D districts; and to replace or eliminate portions of existing C1-2, C1-3, C2-2, and C2-3 overlays with C2-4 overlays and establish new C2-4 overlays along select corridors;
- *Zoning text amendments:* to establish a new mandatory inclusionary housing (MIH) program and apply this program to portions of the rezoning area where zoning changes are promoting new housing; to establish two Special Enhanced Commercial (EC) Districts within the rezoning area and to establish a Special Mixed Use District (MX) in CB 5 and CB 16;
- *Amendment to the Dinsmore-Chestnut Urban Renewal Plan (URP):* to conform land use restrictions to the M1-4/R8A zoning proposed for the Urban Renewal Area (URA) and refresh the URP's general provisions; and
- *Disposition Approval*: to permit the construction of a mixed-use development that could include housing, community facility, commercial, light manufacturing, and other uses allowed under the proposed zoning and in accordance with the uses permitted in the amended Dinsmore-Chestnut URP.

The Proposed Actions seek to facilitate vibrant, inclusive residential neighborhoods with a wide variety of local retail options, job opportunities, and attractive streets that are safe and inviting for residents, workers, and visitors.

B. PRINCIPAL CONCLUSIONS

No significant adverse impacts on land use, zoning, or public policy are anticipated in the future with the Proposed Actions in the primary study area (generally coterminous with the rezoning area) or ¼-mile (secondary) study area in the 2030 analysis year. The Proposed Actions would not directly displace any land uses so as to adversely affect surrounding land uses, nor would it generate land uses that would be incompatible with land uses, zoning, or public policy in the secondary study area. The Proposed Actions would not create land uses or structures that would be incompatible with the underlying zoning or conflict with public policies applicable to the primary or secondary study areas.

The Proposed Actions would result in an overall increase in residential, commercial, and community facility uses throughout the primary study area, when compared to conditions in the future without the Proposed Actions. The Proposed Actions would change zoning designations within the primary study area in a manner that is intended to promote affordable housing development, encourage economic development, create pedestrian-friendly streets, and introduce new community resources to foster a more equitable East New York. The Proposed Actions include mapping contextual zoning districts that would better protect the existing built context of East New York by requiring new development in the residential core to better match the form of existing buildings. The Proposed Actions also include increases in density along selected corridors to expand opportunities for housing, including significant amounts of permanently affordable housing, as well as directing higher densities to areas that can accommodate future growth, such as those close to subway lines and other transit resources. The Proposed Actions would also map new commercial overlays and new mixed-use (MX) districts to incentivize mixed-use development, permit industrial uses to expand in select areas, facilitate active streetscapes, and encourage new retail development to support the anticipated residential development in the area.

C. METHODOLOGY

The purpose of this chapter is to examine the effects of the Proposed Actions on land use, zoning, and public policy and determine whether or not they would result in any significant adverse impacts. As described in Chapter 1, "Project Description," in order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was established for both the current zoning (No-Action) and proposed zoning (With-Action) conditions for the 2030 analysis year.

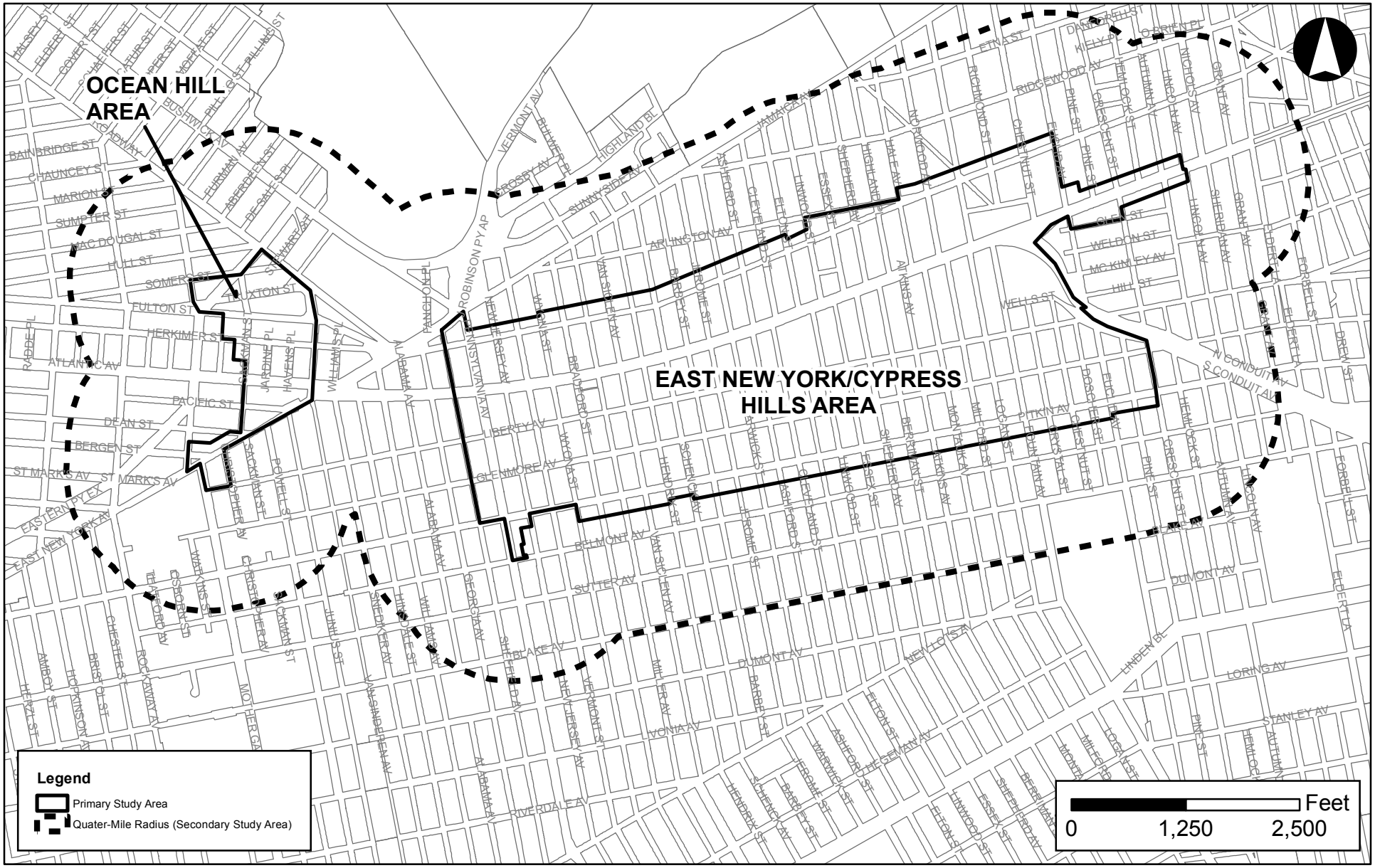
The RWCDS identified both projected and potential development sites. The incremental difference between the No-Action and With-Action conditions on the projected development sites forms the basis of the impact category analyses in this chapter.

Under CEQR guidelines, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects. The Proposed Actions exceed preliminary assessment thresholds. Because the Proposed Actions include area-wide zoning map and text amendments, detailed land use and zoning assessments are warranted. A detailed public policy analysis was also prepared to determine the potential of the Proposed Actions to alter or conflict with applicable public policies.

In accordance with the *CEQR Technical Manual*, the detailed analysis describes existing and anticipated future conditions to a level necessary to understand the relationship of the Proposed Actions to such conditions. The detailed analysis assesses the nature of any changes to these conditions that could be created by the Proposed Actions in the 2030 analysis year for a primary study area (generally coterminous with the rezoning area) and a secondary study area surrounding the primary study area (refer to Figures 2-1a and 2-1b). Existing land uses were identified through review of a combination of sources including 2015 field surveys and secondary sources, comprising the City's Primary Land Use Tax Lot Output (PLUTO™) data files, online Geographic Information Systems (GIS) databases such as the New York City Open Accessible Space Information System (OASIS, http://www.oasisnyc.net), and NYCityMap (http://gis.nyc.gov/doitt/nycitymap). Other publications and approved environmental review documents that have been completed for projects in the area were also consulted. New York City Zoning Maps and the Zoning Resolution of the City of New York (ZR) were consulted to describe existing zoning districts in the study areas and provided the basis for the zoning evaluation of the future No-Action and With-Action conditions. Applicable public policies were identified, and a public policy analysis was prepared to determine the potential for the Proposed Actions to alter or conflict with applicable public policies.

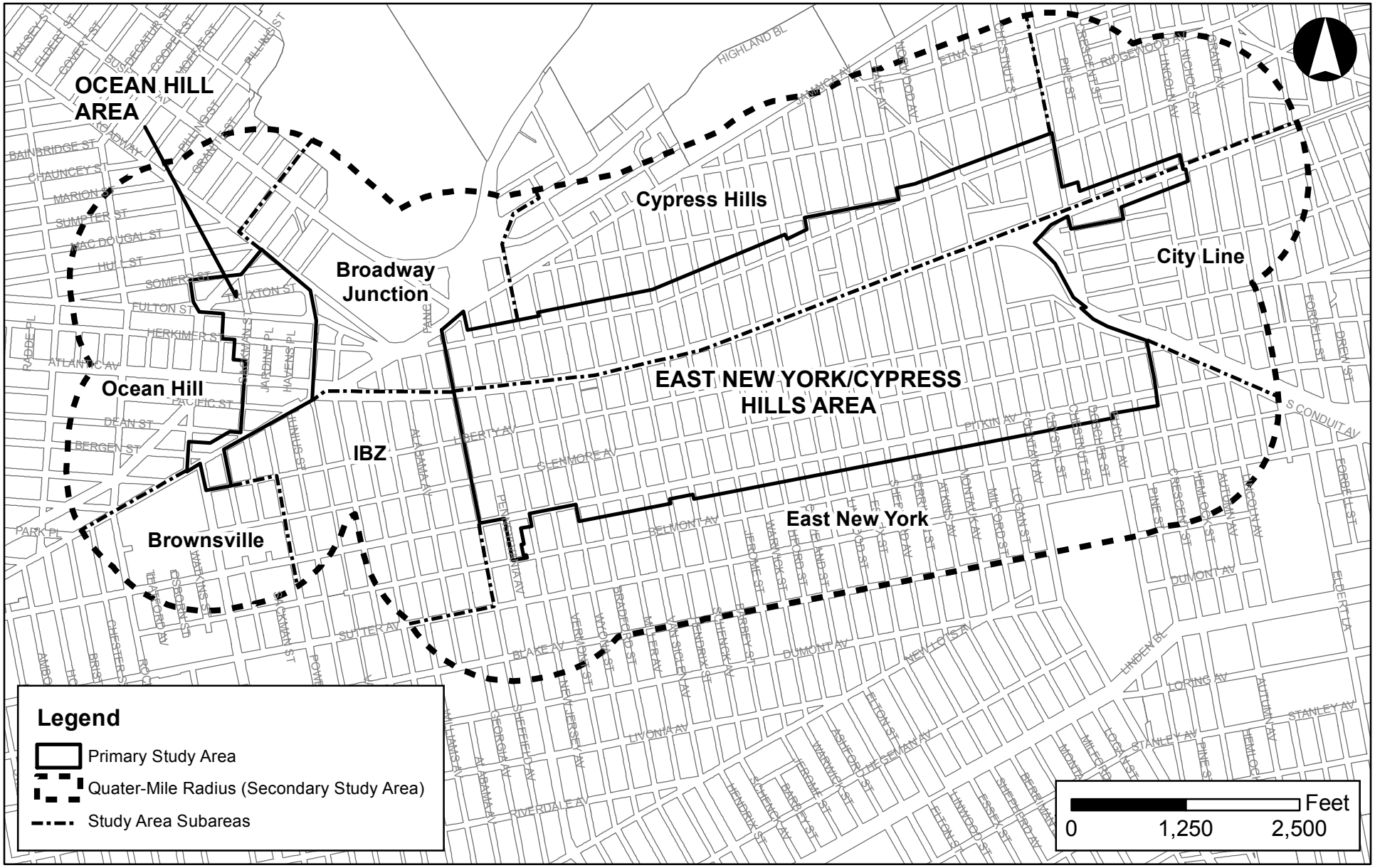
Study Areas

According to the *CEQR Technical Manual*, the appropriate study area for land use and zoning is related to the type and size of the project being proposed and the location and neighborhood context of the area that could be



East New York Rezoning Proposal

Figure 2-1a
Land Use, Zoning, and Public Policy Study Areas



East New York Rezoning Proposal

Figure 2-1b

Land Use, Zoning, and Public Policy Study Area Subareas

affected by the project. In accordance with the *CEQR Technical Manual* guidelines, land use, zoning, and public policy are addressed and analyzed for two geographical areas: (1) the primary study area and (2) a secondary ¼-mile study area, which encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Actions (refer to Figure 2-1a).

As described in Chapter 1, "Project Description," the rezoning area comprises two noncontiguous areas: the East New York/Cypress Hills area and the Ocean Hill area. The East New York/Cypress Hills area is an approximately 176-block area covering portions of East New York/Cypress Hills and is generally bounded by Fulton Street to the north, Pitkin Avenue to the south, Sheffield Avenue to the west, and Lincoln Avenue to the east. This area is defined by a series of east-west corridors, with Atlantic Avenue dividing the area into northern and southern sections. The Ocean Hill area is an approximately 15-block portion of the rezoning area and is generally bounded by Broadway to the north, East New York Avenue to the south, Eastern Parkway Extension to the west, and Van Sinderen Avenue to the east.

The secondary study area extends an approximate ¼-mile from the boundary of the primary study area and is generally bounded by Bushwick and Jamaica Avenues to the north, Grant Avenue and 75th Street to the east, Blake and Belmont Avenues to the south, and Thomas S. Boyland Street and Rockaway Avenue to the west. The study area has been established in accordance with *CEQR Technical Manual* guidelines and can be seen in Figure 2-1a.

D. DETAILED ASSESSMENT

Existing Conditions

Land Use

PRIMARY STUDY AREA

As discussed above, the primary study is comprised of two noncontiguous areas (the East New York/Cypress Hills area and the Ocean Hill area). For purposes of the land use assessment, three primary study area subareas were defined: the Ocean Hill subarea, which is generally coterminous with the Ocean Hill area of the rezoning area; the East New York subarea, which generally comprises the area south of Atlantic Avenue in the East New York/Cypress Hills area of the rezoning area; and the Cypress Hills subarea, which generally comprises the area north of Atlantic Avenue in the East New York/Cypress Hills area of the rezoning area (refer to Figure 2-1b).

As presented in Figure 2-2a and Table 2-1a, the primary study area is comprised of a mix of land uses, with residential uses the most predominant, accounting for 64.8 percent of the lots, 48.3 percent of the total lot area, and 69.6 percent of the total built floor area. Residential uses are significantly more predominant along the core residential side streets[1] than in the remainder of the primary study area; approximately 81.9 percent of the lots along the residential side streets and 84.8 percent of the building area on these lots comprise residential uses, while only 49.2 percent of the lots and 36.5 percent of the building area in the remainder of the primary study area comprise residential uses. The majority of the residential buildings in the primary study area are one- and two-family buildings. While only 0.1 percent of the primary study area lots (and 0.5 percent of the primary study area lot area) are multi-family elevator buildings, as they are generally larger in floor area, they account for 9.3 percent of the primary study area building area.

Mixed commercial/residential buildings account for the second highest percentage of primary study area lots and building area (11.0 percent and 10.6 percent, respectively), while representing a slightly smaller percentage (7.4 percent) of the primary study area lot area. While public facilities and institutions account for only 2.9 percent of the primary study area lots, they represent the second highest percentage of the primary study area's total lot

[1] Core residential side street lots encompass all lots located east of Pennsylvania Avenue between Fulton and Atlantic Avenues and between Liberty and Pitkin Avenues that do not have frontage on Fulton, Atlantic, Liberty, Pitkin, or Pennsylvania Avenues.

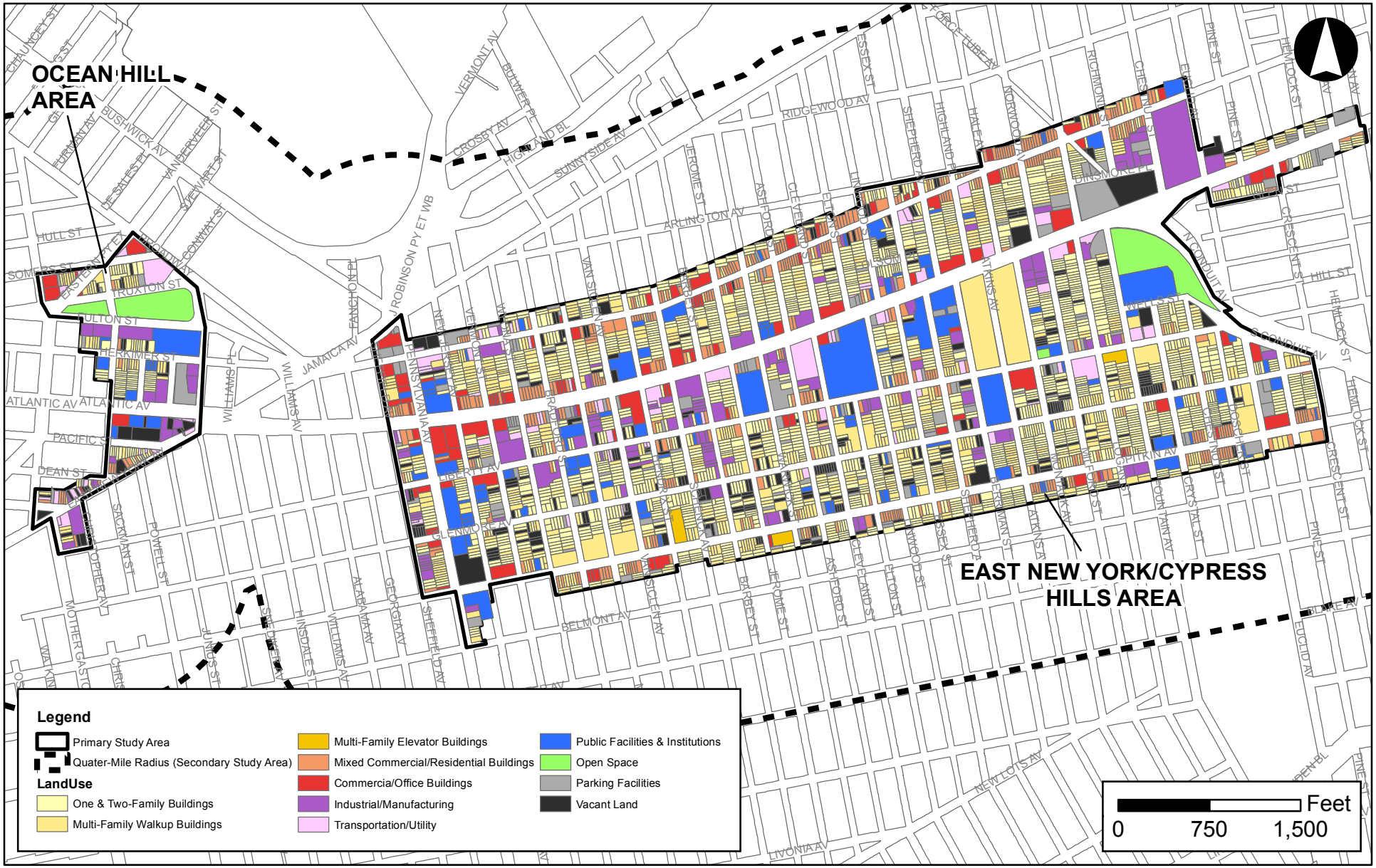


Figure 2-2a
Primary Study Area Land Uses

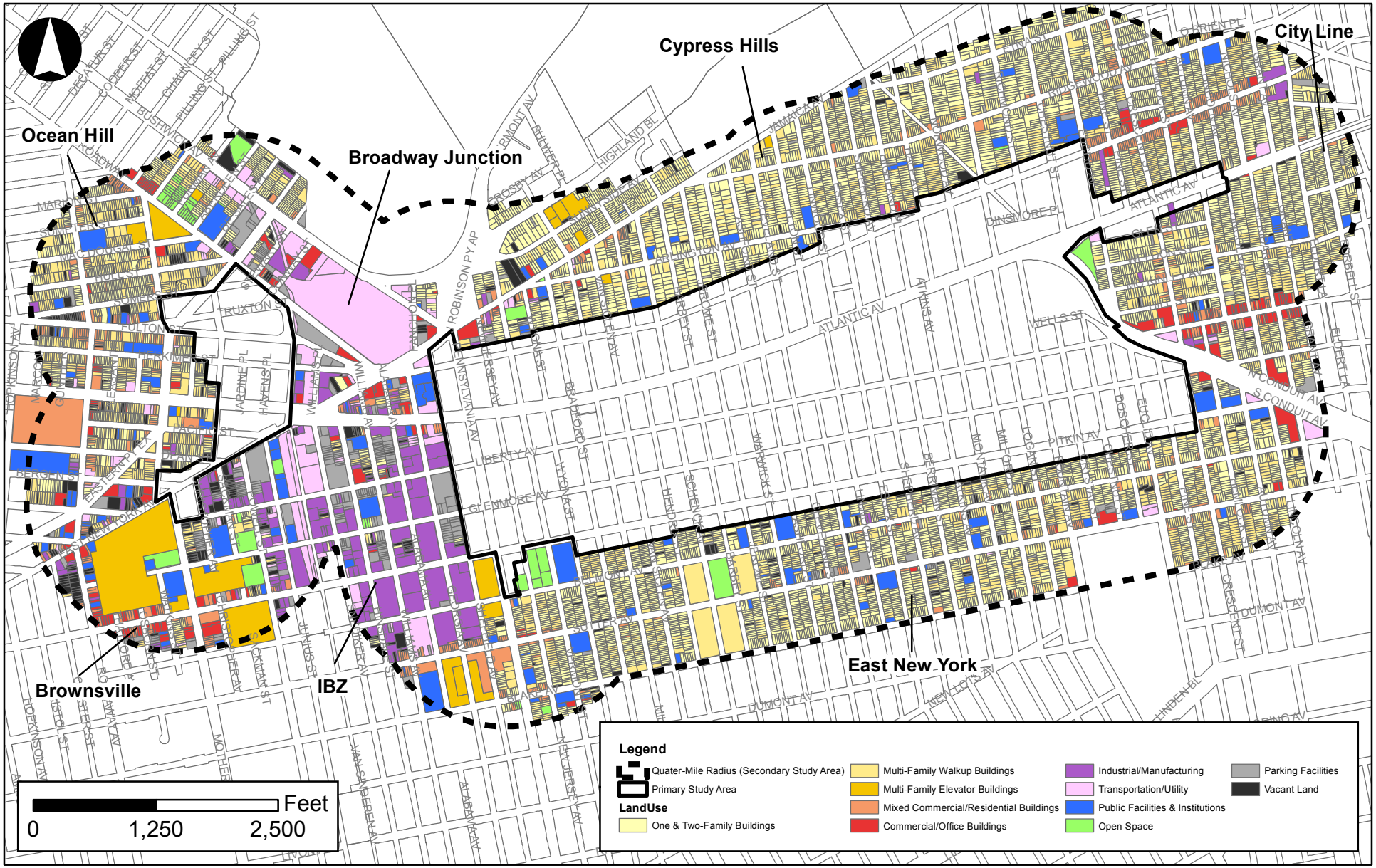


Figure 2-2b
Secondary Study Area Land Uses

area (10.3 percent) and the third highest percentage of the primary study area's built floor area (8.7 percent). Vacant land occupies eight percent of the primary study area lots (7.2 percent of the total lot area), parking facilities occupy 4.7 percent of the primary study area lots (5.8 percent of the total lot area), industrial/manufacturing uses occupy 3.5 percent of the primary study area lots (eight percent of the total lot area and 5.9 percent of the total building area), commercial/office buildings occupy 2.8 percent of the primary study area lots and built floor area (5.9 percent of the total lot area), and transportation/utility uses occupy 2.1 percent of the primary study area lots and built floor area (3.5 percent of the total lot area). Because the neighborhood's major parks are located outside of the primary study area, open space comprises approximately 0.1 percent of the primary study area's lots, or 3.5 percent of the total lot area.

TABLE 2-1a
Existing Land Uses within the Primary Study Area

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	2,595	64.8	6,485,191	48.3	22,324,749	69.6
One- & Two-Family Buildings	*1,836*	*45.8*	*4,155,387*	*31.0*	*10,916,482*	*34.0*
Multi-Family Walkup Buildings	*756*	*18.9*	*2,266,904*	*16.9*	*8,420,036*	*26.2*
Multi-Family Elevator Buildings	*3*	*0.1*	*62,900*	*0.5*	*2,988,231*	*9.3*
Mixed Commercial/Residential Buildings	441	11.0	994,171	7.4	3,387,126	10.6
Commercial/Office Buildings	112	2.8	797,118	5.9	890,748	2.8
Industrial/Manufacturing	141	3.5	1,079,062	8.0	1,907,016	5.9
Transportation/Utility	86	2.1	463,804	3.5	682,659	2.1
Public Facilities & Institutions	118	2.9	1,376,182	10.3	2,803,451	8.7
Open Space	4	0.1	474,750	3.5	2,860	0.01
Parking Facilities	189	4.7	779,466	5.8	67,759	0.2
Vacant Land	319	8.0	972,061	7.2	17,700	0.1
Total	***4,005***	***100.0***	***13,421,805***	***100.0***	***32,084,069***	***100.0***

Source: New York City PLUTO™ data files.

Table 2-1b provides a land use breakdown for the three primary study area subareas: Ocean Hill, East New York, and Cypress Hills. A description of the existing land uses in these three areas is provided below.

Ocean Hill Subarea

The Ocean Hill subarea contains a mix of longstanding residential buildings, light industrial activities, and institutional uses. Compared to the East New York and Cypress Hills subareas, while residential uses comprise the majority of the Ocean Hill subarea's lots (52.9 percent), they make up 23.7 percent of the subarea's lot area and 36.9 percent of the subarea's building area, which is typical of the smaller footprints of one- and two- family homes and small apartment buildings. The residential uses are comprised of a mix of one- and two-family residences and three- to four-story residential walkup buildings; there are no multi-family elevator buildings within the Ocean Hill subarea.

The Ocean Hill subarea includes the highest percentages of light-industrial and transportation/utility land uses within the primary study area. Light industrial uses comprise 7.1 percent of the subarea's lots and 21.7 percent of the subarea's building floor area, and transportation/utility uses comprise eight percent of the subarea's lots. The existing low-scale buildings are typically occupied by low intensity light industrial and auto-oriented uses, including storage and warehousing, distribution facilities, and auto repair shops. There is also a significant amount of vacant land in the Ocean Hill subarea, as compared to the remainder of the primary study area; 11.8 percent of the Ocean Hill subarea lots are vacant, comprising 10.1 percent of the subarea's lot area. The two largest vacant lots are located on the north side of Pacific Street between Sackman and Van Sinderen Avenue, which comprise a combined 35,000 sf and are identified as projected development site 1 under the RWCDS.

The Ocean Hill subarea has a higher percentage of public facilities and institutional uses, as compared to the remainder of the primary study area. While only comprising five percent of the subarea's lots, they represent 13.1 percent of the total lot area and 24.3 percent of the total building area in the Ocean Hill subarea. Institutional uses within the Ocean Hill subarea include academic and religious institutions, as well as homeless shelters; many of the homeless shelters opened in recent years in former industrial loft buildings. The percentage of open space within the Ocean Hill subarea is the highest in the primary study area, representing 17.3 percent of the subarea's lot area, and entirely comprised of the largest open space resource in the primary study area: Callahan Kelly Playground. This open space resource totals approximately 3.9 acres and includes fitness equipment, playgrounds, and a handball court.

TABLE 2-1b
Existing Land Uses within the Primary Study Area Subareas

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Ocean Hill Subarea						
Residential	126	52.9	245,054	23.7	323,873	36.9
One- & Two-Family Buildings	*78*	*32.8*	*145,095*	*14.0*	*148,770*	*17.0*
Multi-Family Walkup Buildings	*48*	*20.2*	*99,959*	*9.7*	*175,103*	*20.0*
Multi-Family Elevator Buildings	*0*	*0.0*	*0*	*0.0*	*0*	*0.0*
Mixed Commercial/Residential Buildings	16	6.7	30,212	2.9	51,203	5.8
Commercial/Office Buildings	7	2.9	56,766	5.5	55,974	6.4
Industrial/Manufacturing	17	7.1	141,564	13.7	190,580	21.7
Transportation/Utility	19	8.0	79,654	7.7	34,517	3.9
Public Facilities & Institutions	12	5.0	135,034	13.1	213,150	24.3
Open Space	2	0.8	178,997	17.3	6,900	0.8
Parking Facilities	11	4.6	61,002	5.9	1,235	0.1
Vacant Land	28	11.8	104,764	10.1	100	0.0
Subarea Total	***238***	***100.0***	***1,033,047***	***100.0***	***877,532***	***100.0***
East New York Subarea						
Residential	1,749	65.9	4,505,017	52.7	4,919,560	57.4
One- & Two-Family Buildings	*1,249*	*47.0*	*2,805,725*	*32.8*	*2,522,272*	*29.4*
Multi-Family Walkup Buildings	*497*	*18.7*	*1,636,392*	*19.2*	*2,283,855*	*26.6*
Multi-Family Elevator Buildings	*3*	*0.1*	*62,900*	*0.7*	*113,433*	*1.3*
Mixed Commercial/Residential Buildings	202	7.6	467,426	5.5	794,603	9.3
Commercial/Office Buildings	48	1.8	397,183	4.6	322,483	3.8
Industrial/Manufacturing	102	3.8	569,808	6.7	642,968	7.5
Transportation/Utility	44	1.7	286,644	3.4	91,583	1.1
Public Facilities & Institutions	76	2.9	1,001,913	11.7	1,697,372	19.8
Open Space	76	2.9	295,753	3.5	0	0.0
Parking Facilities	124	4.7	433,577	5.1	99,001	1.2
Vacant Land	235	8.8	587,077	6.9	2,996	0.03
Subarea Total	***2,656***	***100.0***	***8,544,398***	***100.0***	***8,570,566***	***100.0***
Cypress Hills Subarea						
Residential	720	60.7	1,735,120	45.1	1,809,675	45.9
One- & Two-Family Buildings	*509*	*42.9*	*1,204,567*	*31.3*	*1,066,481*	*27.0*
Multi-Family Walkup Buildings	*211*	*17.8*	*530,553*	*13.8*	*743,194*	*18.8*
Multi-Family Elevator Buildings	*0*	*0.0*	*0*	*0.0*	*0.0*	*0.0*
Mixed Commercial/Residential Buildings	223	18.8	496,533	12.9	848,113	21.5
Commercial/Office Buildings	57	4.8	343,169	8.9	274,963	7.0
Industrial/Manufacturing	23	1.9	367,690	9.6	584,351	14.8
Transportation/Utility	23	1.9	97,506	2.5	49,889	1.3
Public Facilities & Institutions	30	2.5	239,235	6.2	301,613	7.6
Open Space	0	0.0	0	0.0	0	0.0
Parking Facilities	54	4.6	284,887	7.4	76,707	1.9
Vacant Land	56	4.7	280,220	7.3	90	0.0
Subarea Total	***1,186***	***100.0***	***3,844,360***	***100.0***	***3,945,401***	***100.0***

Source: New York City PLUTO™ data files.

The Broadway Junction subway station, which includes the A, C, J, Z, and L subway lines, is located within the Ocean Hill subarea. The Atlantic Avenue viaduct, carrying the Long Island Rail Road (LIRR), cuts through the Ocean Hill subarea separating the areas to the north and south. The East New York LIRR station is located at Atlantic Avenue and Van Sinderen Avenue, providing regional rail service.

East New York Subarea

The East New York subarea lies south of Atlantic Avenue within the East New York/Cypress Hills area of the primary study area. Atlantic Avenue is the largest corridor in the primary study area at 120 feet wide with a central median and is lined with a mix of low-scale semi- and/or light-industrial buildings, auto-related uses (e.g., gas stations, car washes, and auto repair shops), self-storage facilities, and fast food drive-thru restaurants interspersed with mixed residential and commercial uses. Most loft-style buildings that were originally built for industrial purposes have been converted to warehousing and self-storage facilities or are vacant. Examples include the five-building complex at 2840 Atlantic Avenue (projected development site 37), a 76,400-sf loft-style building constructed in 1914 that is currently used as a storage/warehousing facility. Industrial uses only comprise 3.8 percent of the subarea's lots (7.5 percent of the subarea's building area). New development along Atlantic Avenue is almost entirely comprised of fast food restaurants and self-storage centers. Other notable uses along the south side of Atlantic Avenue include I.S. 302, a public intermediate school, which, along with the adjacent Sperandeo Brothers Playground, occupies the majority of the block bounded by Cleveland and Linwood Streets. A large two-story residential complex constructed between 1946 and 1949 to house returning World War II veterans ("Arlington Village") occupies a superblock along the south side of Atlantic Avenue between Berriman Street and Montauk Avenue (projected development site 46). The 210-unit complex is approximately three-quarters vacant.

Land uses south of Atlantic Avenue are predominantly residential, with two-and three-story row houses and small three- to four-story apartment buildings midblock; the percentage of residential land uses within the East New York subarea is the highest of the primary study area, representing 65.9 percent of the subarea's lots, 52.7 of the subarea's lot area, and 57.4 of the subarea's building area. The only multi-family elevator buildings within the primary study area are located in the East New York subarea. Combined, these three buildings comprise 9.3 percent of the subarea's built floor area.

A greater mix of uses is present along Liberty Avenue (one block south of Atlantic Avenue), which is characterized by scrap metal yards, auto repair shops and other light-industrial uses, such as warehouses, interspersed with residential buildings, schools, and houses of worship. The institutional uses within the East New York subarea generally comprise larger lots and larger buildings than typical of the other uses found in the subarea. Due to these trends, public facilities and institutional uses comprise almost 20 percent of the subarea's building area, despite only comprising 2.9 percent of the subarea's lots. The largest institutional use in the East New York subarea is Achievement First Apollo Charter School/JHS 302 Rafael Cordero, which occupies the majority of the superblock bounded by Atlantic and Liberty Avenues and Linwood and Cleveland Streets. Other notable institutional uses in the subarea include the Salve Regina Catholic Academy located at 231 Jerome Street, Saint Rita Roman Catholic Church and Elementary School along Shepherd Avenue, Transit Tech Career and Technical Education High School (at 370 Wells Street), PS 345 Patrolman Robert Bolden (at 126 Atkins Avenue), and the East New York Diagnostic and Treatment Center at 2094 Pitkin Avenue.

Few commercial uses are present along Pitkin Avenue, in the south of the East New York subarea. Along this once-thriving continuous commercial strip, ground floor residential uses are found in over 40 percent of the buildings, as many former retail spaces have been converted to residential uses. Remaining commercial uses along this corridor include one of the area's few full-service supermarkets, as well as delis, laundromats, and other small retail establishments. Compared to the remainder of the primary study area, commercial/office uses are least represented in the East New York subarea, representing only 1.8 of the subarea's lots and 3.8 percent of the subarea's built floor area. Mixed commercial/residential buildings are also less represented in this subarea, as compared to the Cypress Hills subarea to the north; commercial/residential buildings comprise only 7.6 of the subarea's lots and 9.3 of the subarea's built floor area.

Vacant lots are interspersed throughout the area south of Atlantic Avenue, and are not concentrated in one area. In total, vacant land within the East New York subarea comprise 8.8 of the subarea's lots and 6.9 percent of the subarea's lot area, a greater percentage than found north of Atlantic Avenue in the Cypress Hills subarea, as described below. As discussed in greater detail in Chapter 5, "Open Space," many of these vacant lots are occupied by community gardens; a total of 16 community gardens are located within the East New York subarea.

The East New York subarea includes four subway stations (Liberty Avenue, Van Siclen Avenue, Shepherd Avenue, and Euclid Avenue); the Liberty Avenue, Van Siclen Avenue, and Shepherd Avenue stations are served by the C subway line, and the Euclid Avenue station is served by both the A and C subway lines.

Cypress Hills Subarea

The Cypress Hills subarea lies north of Atlantic Avenue within the East New York/Cypress Hills area of the primary study area and includes the Fulton Street corridor. Fulton Street is mainly lined with older two- to four-story attached mixed-use buildings with ground floor retail and housing above and is an active local retail corridor with important shopping, services, and dining destinations for the surrounding community. These mixed residential/commercial buildings comprise 18.8 percent of the subarea's lots and 21.5 percent of the subarea's built floor area, representing a significantly higher percentage of the subarea's land use, as compared to the remainder of the primary study area. Other land uses along Fulton Street include gas stations, car sale lots, and auto repair shops; residential uses at the ground floor can be found intermittently along Fulton Street as well.

The midblocks between Fulton Street and Atlantic Avenue are characterized by two- to three-story row houses and small three- to four-story apartment buildings built in the early 1900s. In total, residential uses comprise 60.7 percent of the Cypress Hills subarea's lots and 45.9 percent of the subarea's built floor area. Also located within the Cypress Hills subarea is the Dinsmore-Chestnut Urban Renewal Area (URA, described in greater detail in the "Public Policy" section, below), which occupies the block bounded by Logan Street and Chestnut Court on the north side of Atlantic Avenue (Block 4142, projected development site 66). This block comprises two of the largest lots in the subarea: Lot 1 comprises 79,700 sf of parking area and Lot 32 comprises 81,175 sf of vacant land. The block immediately east (bounded by Chestnut Court and Euclid Avenue) is comprised of one tax lot and is occupied by a vacant former food processing plant and has been identified as projected development site 67. Despite the presence of these large vacant lots, in total, vacant land comprises the smallest percentage of subarea lots (4.7 percent) within the Cypress Hills subarea, as compared to the remainder of the primary study area.

Other defining features of the existing land use composition of the Cypress Hills subarea are the lack of open space and the limited amount of public facility and institutional floor area, as compared to the remainder of the primary study area. Only 7.6 percent of the Cypress Hills subarea's built floor area is comprised of public facilities and institutions, as compared to 19.8 percent and 24.3 percent in the East New York and Ocean Hill subareas, respectively. The public facilities and institutions within the subarea include a U.S. Post Office on the north side of Atlantic Avenue between Pennsylvania and New Jersey Avenues, PS 290 Juan Morel Campos (135 Schenck Avenue), PS 89 Cypress Hills Community School (265 Warwick Street), and Cypress Hills-Fulton Street Senior Center (3208 Fulton Street), as well as several religious institutions.

The J and Z subway lines run along Fulton Street in the Cypress Hills subarea, serving the Van Siclen Avenue, Cleveland Street, and Norwood Avenue stations within the primary study area. The J/Z subway line runs above-grade along this corridor, providing transit access to Broadway Junction and downtown Brooklyn and Manhattan.

SECONDARY STUDY AREA

The secondary study area includes portions of six generally defined neighborhoods or, for the purpose of this analysis, subareas: Ocean Hill, East New York, Cypress Hills, City Line, Brownsville, Broadway Junction, and Industrial Business Zone (IBZ). As indicated in Figure 2-1b, Ocean Hill and Brownsville comprise the portion of the secondary study area west of the primary study area; the Broadway Junction and IBZ subareas comprises the portion of the secondary study area between the primary study area's Ocean Hill and East New York neighborhoods, including the East New York IBZ; Cypress Hills comprises the area north of the primary study area;

City Line comprises the portion of the secondary study area east of the primary study area; and East New York comprises the area south of the primary study area.

As presented in Figure 2-2b and Table 2-2, similar to the primary study area, the secondary study area is comprised of a mix of uses, with residential uses the most prevalent, representing a higher percentage of the secondary study area's lots (79.4 percent) than in the primary study area (64.8 percent), while comprising a comparable percentage of the secondary study area's total building area (69.8 percent, compared to 69.6 percent in the primary study area). The remaining land uses are equally represented (in terms of built floor area) in the primary and secondary study areas (refer to Table 2-1 and 2-2). While mixed commercial/residential buildings only represent 6.1 percent and 5.5 percent of the total lots and total lot area, respectively, these uses comprise 10.5 percent of the secondary study area built floor area. Similarly, while industrial/manufacturing and public institution uses do not comprise a significant portion of the secondary study area lots (1.9 percent and 1.5 percent, respectively), these uses represent 5.9 percent and 8.7 percent of the secondary study area's built floor area. As described in greater detail below, the secondary study area industrial/manufacturing and transportation/utility uses are concentrated within the Broadway Junction and IBZ subareas. The IBZ subarea, along with the Brownsville subarea, is also distinguished by its increased concentrations of vacant land. All other uses are represented in the secondary study area, with none comprising a significant portion of the lots, and none concentrated within one particular subarea.

TABLE 2-2
Existing Land Uses within the Secondary Study Area

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area	Percentage of Total Building Area (%)
Residential	7,650	79.4	19,402,504	64.3	22,613,420	69.8
One- & Two-Family Buildings	*5,538*	*57.5*	*12,393,539*	*41.1*	*11,150,276*	*34.4*
Multi-Family Walkup Buildings	*2,092*	*21.7*	*5,474,094*	*18.1*	*8,474,913*	*26.2*
Multi-Family Elevator Buildings	*20*	*0.2*	*1,534,871*	*5.1*	*2,988,231*	*9.2*
Mixed Commercial/Residential Buildings	588	6.1	1,644,431	5.5	3,397,172	10.5
Commercial/Office Buildings	194	2.0	951,582	3.2	890,748	2.7
Industrial/Manufacturing	181	1.9	1,900,489	6.3	1,907,016	5.9
Transportation/Utility	104	1.1	1,619,096	5.4	682,659	2.1
Public Facilities & Institutions	145	1.5	1,857,672	6.2	2,803,451	8.7
Open Space	60	0.6	550,101	1.8	2,860	0.01
Parking Facilities	334	3.5	1,290,144	4.3	77,459	0.2
Vacant Land	371	3.9	951,008	3.2	17,700	0.1
Total	***9,629***	***100.0***	***30,168,527***	***100.0***	***32,392,485***	***100.0***

Source: New York City PLUTO™ data files.

The secondary study area is served by the Alabama Avenue and Crescent Street (J and Z) subway stations, the Atlantic Avenue and Bushwick-Aberdeen (L) subway stations, and the Grant Avenue (A) subway station, as well as the East New York LIRR station.

Ocean Hill Subarea

The Ocean Hill subarea within the secondary study area is comprised predominantly of one- and two-family and multi-family walkup residential buildings occupying small lots. Mixed-use buildings with ground floor retail are most predominant along Fulton Street and Broadway, with additional retail scattered throughout the subarea. While most of the area is characterized by small lots, exceptions include a 23-story mixed-use building complex that occupies the entire block bounded by Atlantic and Rockaway Avenues and Thomas S. Boyland and Dean Streets and includes 762 residential units and a supermarket (constructed in 1968); the four 14-story New York City Housing Authority (NYCHA) Ocean Hill Apartments, which occupy the block bounded by Broadway, Mother Gaston Boulevard, and Mac Dougal Street, as well as a portion of the block immediately to the west. Transportation/utility, manufacturing, and institutional uses are scattered throughout the Ocean Hill subarea; institutional uses are generally comprised of schools. Open space resources in the Ocean Hill subarea are minimal, and are limited to the Eastern Parkway Greenstreet, several community gardens and school playgrounds, and the

1.82-acre Thomas Boyland Park, the largest open space in the Ocean Hill subarea. There are several vacant lots within the Ocean Hill subarea, with large stretches located along Fulton and Hull Streets and in the southern portion of the subarea.

East New York Subarea

While the East New York subarea of the secondary study area is generally characterized by the presence of small residential buildings, several large residential developments occupying entire lots are also found within the area, including Grace Towers, a 168-unit complex constructed in 1972; Sutter Houses, a 258-unit complex constructed in 1983; the 72-unit NYCHA Belmont-Sutter Area development, constructed in 1983; and the 1,444-unit NYCHA Cypress Hills development, constructed in 1954. Also present within the East New York subarea are several large open space and institutional uses, including J.H.S. 292 (occupying the block bounded by Belmont and Pitkin Avenues and Wyona and Vermont Streets), P.S. 149 (located at 700 Sutter Avenue), P.S. 158 (located at 400 Ashford Street), the New York City Police Department (NYPD) 75th Precinct, and several religious institutions and medical centers. Other uses (including commercial, transportation/utility, manufacturing, and parking) are minimal in the East New York subarea.

Cypress Hills Subarea

The secondary study area's Cypress Hills subarea is also almost entirely comprised of one- and two-family and multi-family walkup residential buildings occupying small lots. Mixed-use buildings and commercial uses are generally limited to buildings fronting Fulton Street and Atlantic Avenue. Institutional uses are scattered throughout the subarea and include a medical center at 179 Jamaica Avenue, several religious institutions, P.S. 108 and P.S. 65, the North Brooklyn YMCA, and the Arlington Branch of the Brooklyn Public Library (BPL). Industrial uses within the Cypress Hills subarea are limited to the southern portion of the subarea. Open space resources within the Cypress Hills subarea are minimal; however, the approximately 101-acre Highland Park, along with the National Cemetery and Salem Fields Cemetery, border the subarea to the north.

City Line Subarea

The City Line subarea of the secondary study area is characterized by one- and two-family and multi-family walkup buildings occupying small lots. Commercial uses and mixed-use buildings are clustered along Liberty and Fulton Avenues, consistent with the mapped commercial overlays along these roadways (see "Zoning" section, below). Institutional uses are scattered throughout the subarea and include several churches, as well as I.S. 171 Abraham Lincoln. The City Line subarea is also characterized by the presence of few vacant lots and minimal open space. Industrial and transportation/utility uses within the subarea are limited and are generally located along Fulton Street, Atlantic Avenue, and North Conduit Avenue.

Brownsville Subarea

The Brownsville subarea of the secondary study area includes several large multi-family residential building complexes, which distinguish the area from the remainder of the secondary study area. Building complexes within the Brownsville subarea include the NYCHA Howard Houses, which comprises 12 seven-story buildings with a combined 815 units; the NYCHA Glenmore Plaza, which comprises three 24-story buildings and a ten-story building with a combined 468 units. Another characteristic of the Brownsville subarea is the prevalence of commercial buildings, which line Rockaway Boulevard, Pitkin Avenue, and the side streets to the south of Pitkin Avenue. Adjacent to the large residential complexes within the subarea are several open spaces, including the Howard, Powell, and Houston Playgrounds. Large institutional uses within the Brownsville subarea include several schools, the Brownsville Branch of the BPL, and several religious institutions. There are large stretches of vacant lots within the Brownsville subarea along portions of Rockaway Avenue, Mother Gaston Boulevard, and Glenmore Avenue.

Broadway Junction Subarea

The Broadway Junction subarea of the secondary study area is comprised mainly of transportation/utility uses, largely due to the presence of the New York City Transit East New York bus depot and railyard, which is located on

the superblock bounded by Jamaica Avenue, Broadway, Bushwick Avenue, and Conway Street, and represents a significant portion of the subarea's lot area. The Broadway Junction subarea is also characterized by the convergence of multiple transportation elements layered at several different levels above and below ground. In addition to these transportation infrastructure uses, other transportation uses in the subarea include a car wash, car repairs, and a gas station.

Parking and manufacturing uses also present throughout the Broadway Junction subarea, with parking uses often occupying multiple adjacent lots within the subarea. One- and two-family residential uses are concentrated along the northwestern and eastern borders of the subarea, with limited residential uses present in the remainder of the subarea. Commercial and public facilities/institutional uses are located throughout the subarea; the largest public facility in the subarea is the Bushwick Center for Rehabilitation and Healthcare, which occupies three large lots comprising over 62,000 sf. The only open space in the subarea is a greenstreet located at the intersection of East New York Avenue and Williams Avenue.

IBZ Subarea

The IBZ subarea of the secondary study area is comprised mainly of transportation/utility, manufacturing, and parking uses, reflecting the manufacturing zoning of the area and its designation as an IBZ (see "Zoning" and "Public Policy" sections, below). Semi-industrial uses include open vehicle storage, vehicle repair shops, and warehouses, and manufacturing uses in the subarea include metal works, food processing facilities, and construction-related businesses.

While predominantly industrial in nature, small one- and two-family residential buildings are interspersed within the IBZ subarea, with the greatest concentration present along Williams Avenue between Atlantic and Liberty Avenues. Residences with ground floor retail are located along the edge of the subarea on Sutter, Atlantic, East New York, and Pitkin Avenues. Institutional uses within the Broadway Junction/East New York IBZ subarea include several homeless shelters occupying former industrial lofts and religious institutions. Open space resources within the subarea are limited to two community gardens and open space accessory to the Women in Need Homeless Shelter on Junius Street. Vacant uses are also interspersed within the IBZ subarea there are stretches of multiple adjacent vacant lots along Sackman Street between East New York and Liberty Avenues, along Atlantic Avenue between Hinsdale Street and Williams Avenue, and along Alabama Avenue between Glenmore and Pitkin Avenues. Commercial uses area minimal in the subarea, only present on nine of the subarea's lots.

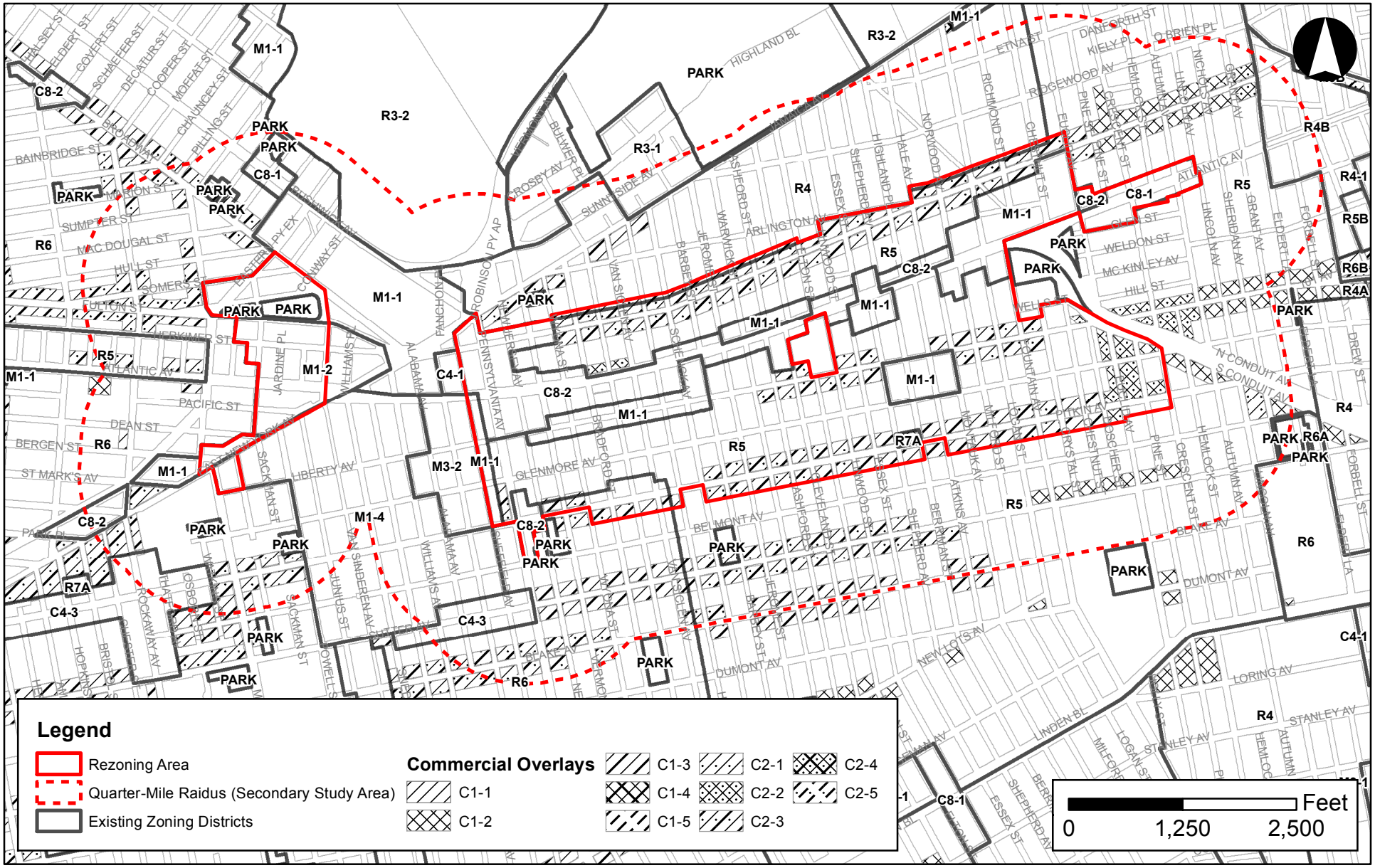
Zoning

PRIMARY STUDY AREA

As shown in Figure 2-3, the primary study area is mapped with a mix of residential, commercial, and industrial zoning districts, which are described in greater detail below.

M1-1, M1-2, and M1-4

M1-1 zoning districts, which have a floor area ratio (FAR) of 1.0 for manufacturing and commercial uses, are mapped in fragments throughout the study areas, including in portions of Ocean Hill and along Atlantic and Liberty Avenues. An M1-2 district is located in a portion of the Ocean Hill area between Fulton and Dean Streets and permits manufacturing and commercial uses at a maximum FAR of 2.0. An M1-4 district is located in a portion of the Ocean Hill area south of East New York Avenue and permits manufacturing and commercial uses at a maximum FAR of 2.0. M1-1, M1-2, and M1-4 districts also permit community facility uses at a maximum FAR of 2.40, 4.80, and 6.50, respectively. M1 districts have a base height limit, above which a structure must fit within a sloping sky exposure plane; this base height is 30 feet in M1-1 districts and 60 feet in M1-2 and M1-4 districts. M1-1 and M1-2 districts are subject to parking requirements based on the type of use and size of an establishment; M1-4 districts do not require parking for manufacturing or commercial uses; parking requirements for community facility uses depend on the use and size of establishment. M1 districts generally allow one- or two-story warehouses for light-industrial uses, including repair shops and wholesale service facilities, as well as self-storage facilities and hotels. M1 districts are intended for light industry; however, heavy industrial uses are permitted in M1 districts as long as


Legend
Rezoning Area
Quarter-Mile Raidus (Secondary Study Area)
Existing Zoning Districts
Commercial Overlays
C1-1
C1-2
C1-3
C1-4
C1-5
C2-1
C2-2
C2-3
C2-4
C2-5
Feet
0
1,250
2,500

they meet the strict performance standards set forth in the Zoning Resolution of the City of New York (ZR). No new residential uses are permitted.

C8-1 and C8-2

As indicated in Figure 2-3, a C8-1 zoning district is mapped in the easternmost part of the study area on Atlantic Avenue, and a C8-2 zoning district is mapped on several blocks along Atlantic, Pennsylvania, and Fulton Avenues. C8-1 and C8-2 districts permit commercial uses at maximum FARs of 1.0 and 2.0, respectively. C8-1 and C8-2 districts also permit community facility uses at maximum FARs of 2.4 and 4.8, respectively. Unlike most commercial districts, residential uses are not permitted in C8 districts. C8 districts are found mainly along major traffic arteries and allow automotive and other heavy commercial uses that often require large amounts of land. Like M1-1 and M1-2 districts, C8-1 and C8-2 districts utilize a sky exposure plane beginning at a particular base height (30 feet in C8-1 districts and 60 feet in C8-2 districts) and require a substantial amount of parking for most uses, typically producing low-rise one-story structures surrounded by large parking lots or several-story hotels with limited parking spaces. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes, community facilities, self-storage facilities, hotels, and amusements such as theatres are also permitted.

R5

R5 zoning districts surround the commercial and manufacturing areas from Fulton Street to Atlantic Avenue in the north and from Atlantic Avenue to Pitkin Avenue in the south; the northern half of the block bounded by Milford Street, Atlantic Avenue, Logan Street, and Liberty Avenue was rezoned from M1-1 to R5 in 2005 as part of the Logan Street Rezoning. R5 zoning districts are lower-density general residence districts that allow for a variety of housing at a maximum residential FAR of 1.25 (or. 1.65 in predominantly built-up areas utilizing the R5 infill provisions); community facility uses are permitted up to a maximum FAR of 2.0. R5 districts have a maximum base height of 30 feet, with an additional ten feet permitted after a 15-foot setback (for a maximum building height of 40 feet). R5 districts typically produce three- to four-story attached houses and small apartment buildings with parking in their front yards. Many of the existing buildings in the mapped R5 districts are built at densities greater than currently permitted due to their high lot coverage.

R6

As indicated in Figure 2-3, there is one R6 district mapped along approximately ten blocks fronting Pitkin Avenue in the southwestern portion of the primary study area's East New York/Cypress Hills neighborhood. R6 districts are Height Factor districts with optional Quality Housing regulations.

Under Height Factor regulations, R6 districts permit residential development at a maximum FAR of 2.43. Under the R6 Height Factor regulations, residential and community facility uses are permitted with no fixed height limits and building envelopes are regulated by a sky exposure plane and open space ratio. Maximum building height is determined by the sky exposure plane after a maximum base height of 60 feet.

Under the R6 Quality Housing regulations, buildings have a maximum residential FAR of 2.2 on narrow streets (i.e., less than 75 feet wide), with a maximum base height of 45 feet and maximum height of 55 feet; buildings have a maximum residential FAR of 3.0 within 100 feet from wide streets (i.e., 75 feet wide or greater) with a maximum base height of 60 feet and a maximum height of 70 feet. Community facility uses are permitted in R6 districts up to a maximum FAR of 4.8.

R7A

There is one R7A zoning district in the primary study area, which is mapped along Pitkin Avenue between Shepherd Avenue and Berriman Street. This zoning district was adopted in 2013 at the request of the Cypress Hills Local Development Corporation (CHLDC) to facilitate an eight-story affordable housing building with ground floor retail; the site was previously zoned R6. R7A districts typically produce high lot coverage seven- to eight-story apartment buildings pursuant to Quality Housing regulations and blend with existing buildings in many established

neighborhoods. In R7A districts, the maximum FAR is 4.0 for both residential and community facility uses. Above a maximum base height of 65 feet, buildings in R7A districts must set back ten feet along wide streets or 15 feet along narrow streets before rising to the maximum permitted building height of 80 feet.

Commercial Overlays

As also indicated in Figure 2-3, commercial overlays permitting commercial retail uses are mapped along portions of Fulton, Atlantic, and Liberty Avenues in the primary study area's East New York/Cypress Hills neighborhood, as well as in a portion of the primary study area's Ocean Hill neighborhood. In the primary study area, these overlays are typically mapped over R5 residential districts, where building height and density restrictions limit the ability to provide housing with ground floor retail.

C1-2 and C1-3

A C1-2 commercial overlay is mapped on one block in the southeastern portion of the primary study area between Pine and Glenmore Avenues. C1-3 commercial overlays are mapped along Pitkin Avenue block frontages between New Jersey Avenue and Doscher Street, typically to a depth of 150 feet. C1 commercial overlays are typically mapped in residential neighborhoods along streets that serve local retail needs. They are found extensively throughout the City's lower- and medium-density districts. Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors. The maximum commercial FAR is 1.0 for C1 commercial overlays mapped in R5 districts and 2.0 for C1 commercial overlays mapped in R6 or higher residential districts. This typically produces a commercial ground floor in an otherwise residential mixed-use building.

C2-2 and C2-3

C2-2 commercial overlays are mapped on two blocks along Atlantic Avenue between Bradford Street and Van Siclen Avenue and in the southeastern portion of the primary study area. C2-3 commercial overlays are mapped on the block frontages along Pitkin Avenue between Vermont Avenue and Crystal Street, along Liberty Avenue between Warwick and Crystal Streets, and along Fulton Street between Wyona and Pine Streets. C2 commercial overlays permit a slightly wider range of uses than C1 districts, such as funeral homes and repair services. In mixed-use buildings, commercial uses are limited to the ground floor and must always be located below the first floor containing dwelling units. The maximum commercial FAR for is 1.0 for C2 commercial overlays mapped in R5 districts and 2.0 for C2 commercial overlays mapped in R6 or higher residential districts.

SECONDARY STUDY AREA

Zoning classifications within the secondary study area are also shown in Figure 2-3 and listed in Table 2-3, and include a mix of residential, commercial, and manufacturing districts. Residential districts in the secondary study area range from an R3-1 district, which is mapped in a portion of the Cypress Hills subarea adjacent to the park, to R6 districts, which are mapped to the south and west of the primary study area. Commercial districts are interspersed throughout the secondary study area and include C4 and C8 districts. Commercial overlays are mapped along the secondary study area's primary roadways and include C1-2, C1-3, C2-2, and C2-3 districts. The manufacturing zoning districts are primarily mapped within the Broadway Junction and IBZ subareas. While most of the mapped manufacturing districts within the secondary study area are light manufacturing (M1) districts, an M3-2 district, which permits heavier industrial uses, is also located within the secondary study area, in the area generally bounded by Atlantic Avenue to the north, Sheffield Avenue to the east, Pitkin Avenue to the south, and Alabama and Williams Avenues to the west.

Public Policy

Public policies applicable to the primary and secondary study areas are discussed below. The Proposed Actions' consistency with each of these policies is assessed in the "The Future with the Proposed Actions (With-Action Condition)" section of this chapter.

PRIMARY STUDY AREA

Housing New York

On May 5, 2014, the City released Housing New York, a five-borough, ten-year strategy to build and preserve affordable housing throughout New York City in coordination with strategic infrastructure improvements to foster a more equitable and livable New York City through an extensive community engagement process. The plan outlines more than 50 initiatives to support the administration's goal of building or preserving 200,000 units of high-quality affordable housing to meet the needs of more than 500,000 people. The plan intends to do this through five guiding policies and principles: fostering diverse, livable neighborhoods; preserving the affordability and quality of the existing housing stock; building new affordable housing for all New Yorkers; promoting homeless, senior, supportive, and accessible housing; and refining City financing tools and expanding funding sources for affordable housing. Housing New York further calls for fifteen neighborhood studies to be undertaken in communities across the five boroughs that offer opportunities for affordable housing.

TABLE 2-3
Existing Zoning Districts within the Secondary Study Area

Name	Definition/General Use	Maximum FAR
Residential Districts		
R3-1	R3-1 contextual districts are the lowest density districts that allow semi-detached one- and two-family residences as well as detached homes.	R: 0.5[1]; C: 0.0; CF: 1.0; M: 0.0
R3-2	R3-2 districts are general residence districts that allow a variety of housing types and are the lowest zoning district in which multiple dwellings are permitted.	R: 0.5[1]; C: 0.0; CF: 1.0; M: 0.0
R4	R4 districts allow all types of housing at a slightly higher density than permitted in R3-2 districts. These districts usually produce buildings with three story homes with pitched roofs.	R: 0.75[1,2]; C: 0.0; CF: 2.0; M: 0.0
R4B	R4B districts are primarily contextual rowhouse districts limited to low-rise one- and two-family residences that typically produce a two-story flat-roofed rowhouse.	R: 0.9; C: 0.0; CF: 2.0; M: 0.0
R5	R5 districts allow a variety of housing at a higher density than permitted in R3-2 and R4 districts and typically produce three- and four-story attached houses and small apartment houses. R5 districts provide a transition between lower- and higher-density neighborhoods.	R: 1.25[2]; C: 0.0; CF: 2.0; M: 0.0
R6	R6 districts are widely mapped in built-up, medium-density areas. Developers can choose between Height Factor and Quality Housing bulk regulations.	R: 0.78-2.43; C: 0.0; CF: 4.8; M: 0.0
Commercial Districts		
C1-2, C1-3, C2-2, & C2-3 (overlays)	C1 and C2 commercial overlays are mapped within residential districts along streets that serve local retail needs. In mixed-use buildings, commercial uses are limited to one or two floors and must always be located below the residential uses. C2 commercial overlay districts permit a slightly wider range of uses than C1 districts.	R & CF: Same as underlying R district; C: 1.0 within R1-R5 districts & 2.0 within R6-R10 districts; M: 0.0
C4-1	Use Groups 5, 6, 8, 9, 10, and 12, which include most retail establishments, are permitted in C4 districts. Uses that would interrupt the desired continuous retail frontage (such as Use Group [UG] 7) are not allowed. C4-1 districts are mapped in outlying area that required a large amount of parking. C4-3 districts are mapped in more densely built areas.	R: 1.25; C: 1.0; CF: 2.0[3]; M: 0.0
C4-3		R: 0.78-2.43[4]; C: 3.4; CF: 4.8[3]; M: 0.0
C8-1	C8 districts bridge commercial and manufacturing uses and provide for automotive and other heavy commercial services that require a large amount of land.	R: 0.0; C: 1.0; CF: 2.4; M: 0.0
C8-2		R: 0.0; C: 2.0; CF: 4.8; M: 0.0
Manufacturing Districts		
M1-1	M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, which must meet the stringent M1 performance standards.	R: 0.0; C: 1.0; CF: 2.4[3]; M: 1.0
M1-2		R: 0.0; C: 2.0; CF: 4.8[3]; M: 2.0
M1-4		R: 0.0; C: 2.0; CF: 6.5[3]; M: 2.0
M3-2	M3 districts are designated for area with heavy industries that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities, and recycling plants.	R: 0.0; C: 2.0; CF: 0.0; M: 2.0

Source: Zoning Resolution of the City of New York
Notes:
R=Residential; C=Commercial; CF=Community Facility; M=Manufacturing
[1] Residential FAR may be increased up to 20 percent for attic allowance.
[2] On blocks entirely within either an R4 or and R5 district, optional Infill regulations may be used to develop higher density residential buildings in predominantly built-up areas. The maximum residential FAR may be increase to 1.35 and 1.65 in R4 and R5 districts where Infill regulations apply.
[3] Nursing homes and non-profit residential facilities limited to residential FAR, except by special permit
[4] Residential FAR may be increased to 3.0 on wide streets outside the Manhattan Core under Quality Housing Program regulations.

Sustainable Communities East New York

Between 2011 and 2013, DCP, together with community residents, stakeholders, elected officials, and local officials, prepared the Sustainable Communities East New York (SCENY) study, a federally-funded collaborative planning effort. The SCENY planning initiative was funded under a regional planning grant awarded by the U.S. Department of Housing and Urban Development (HUD) to the New York-Connecticut Sustainable Communities Consortium, a collection of governmental and planning organizations in partnership to support the development of livable communities and growth centers around the region's commuter rail network. Through extensive outreach and public engagement, residents identified key challenges and opportunities in East New York, as well as their vision for the future of the area. The SCENY report was published in spring 2014. The report identified opportunity for the development of mixed-income housing, including affordable housing, as well as new retail and jobs, along key corridors while preserving core residential areas in the East New York and Cypress Hills neighborhoods. It also included recommendations for strengthening the IBZ as a source of jobs and economic development, and envisioned Broadway Junction as a regional destination with commercial and institutional uses.

Dinsmore-Chestnut Urban Renewal Plan

In 2001, the Dinsmore-Chestnut URP and URA, and an associated disposition of City-owned property were approved. As presented in Figure 2-4, the Dinsmore-Chestnut URA is located within the primary study area and is generally bounded by Dinsmore Place to the north, Chestnut Street to the east, Atlantic Avenue to the south, and Logan Street to the west ("Lot A"). The URP was established to facilitate the enlargement of a then-existing food processing plant and to create new freezer/refrigeration facilities and expanded and relocated food production kitchens, storage, and office facilities onto the adjacent Block 4142, Lot 32, which was owned by the New York City School Construction Authority (SCA) at the time. Pursuant to the Dinsmore-Chestnut URP, only manufacturing uses are permitted in the affected area. Block 4142, Lot 32 is currently vacant, and the remainder of the Dinsmore-Chestnut URA is used for surface parking; the former food processing plant is vacant.

East New York I Urban Renewal Plan

The Central Brooklyn Urban Renewal Plan and Central Brooklyn Community Development Plan were predecessors to the East New York I URP, which was established on March 6, 1986. The Plan was established under the Urban Renewal Law in an effort to remove blight, rehabilitate the housing stock, and provide more community facilities for the East New York community. As indicated in Figure 2-4, the East New York I URA, located in Brooklyn CD 5, is roughly bounded by Van Sinderen and Sheffield Avenues to the west, Sutter and Atlantic Avenues and Fulton Street to the north, Pennsylvania Avenue and Barbey Street to the east, and Linden Boulevard and New Lots Avenue to the south, comprising the southwestern portion of the East New York/Cypress Hills portion of the primary study area, as well as portions of the secondary study area.

The East New York I URP established zoning, use, building bulk, parking, utility, and easement controls within the URA in order to meet the objectives of the Plan. Permitted uses within the URA include residential, commercial, community facilities, and open space uses. In conjunction with the establishment of the East New York I URP, a series of zoning map amendments were enacted along Livonia Avenue. The East New York I URP also qualified parcels of land for development if acquired by the City. This action was followed by the relocation of site occupants, the demolition of existing structures on specific sites, and site clearance. The final steps of the urban renewal, which were completed between 1993 and 1998, included site preparation and land disposition. The East New York I URP, and its predecessor, the Central Brooklyn URP, helped create several NYCHA developments and other affordable housing in the URA. The URP has helped stabilize and revitalize East New York by enabling the production of ownership and rental housing affordable to low-income households.

Subsequent to the formation of the East New York I URP in 1986, the URP has been amended three times to facilitate residential and community facility development projects, most recently in 2013 in conjunction with the Livonia Commons Rezoning to facilitate residential, commercial, and community facility development on urban renewal sites along Livonia Avenue between Pennsylvania and Van Sinden Avenues south of the primary study area.

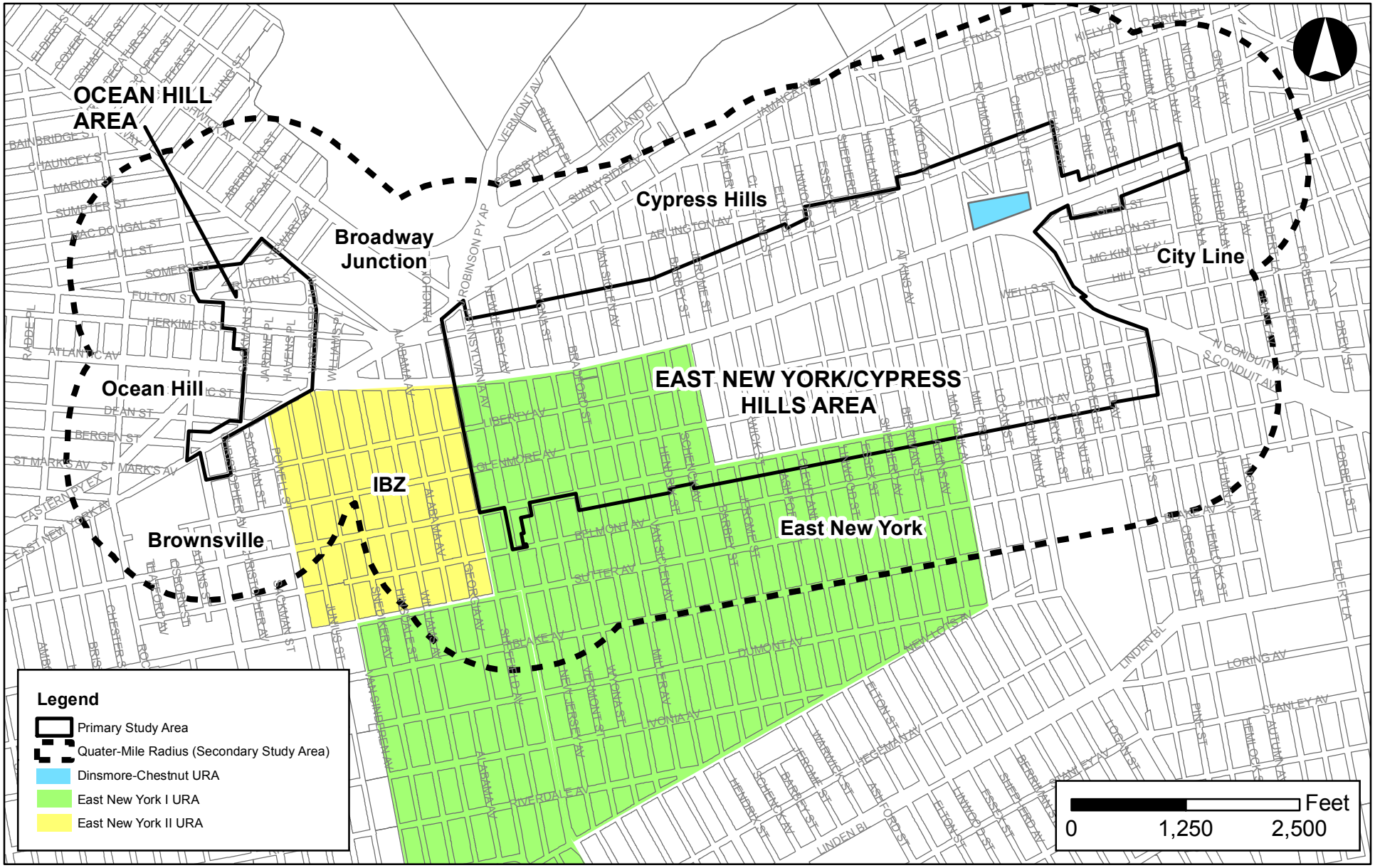


Figure 2-4
Urban Renewal Areas

Vision Zero

The City's Vision Zero initiative seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle. In an effort to drive these fatalities down, the New York City Department of Transportation (DOT) and the New York City Police Department (NYPD) developed a set of five plans, each of which analyzes the unique conditions of one New York City borough and recommends actions to address the borough's specific challenges to pedestrian safety. These plans pinpoint the conditions and characteristics of pedestrian fatalities and severe injuries; they also identify priority corridors, intersections and areas that disproportionately account for pedestrian fatalities and severe injuries, prioritizing them for safety interventions. The plans outline a series of recommended actions comprised of engineering, enforcement and education measures that intend to alter the physical and behavioral conditions on city streets that lead to pedestrian fatality and injury.

The *Vision Zero Brooklyn Pedestrian Safety Action Plan* was released on February 19, 2015. The plan identifies several "Priority Corridors" within the primary and secondary study areas, including Atlantic Avenue, Broadway, Bushwick Avenue, Eastern Parkway Extension, Fulton Street (west of Broadway), Liberty Avenue, Livonia Avenue, Pennsylvania Avenue, Pitkin Avenue, and Rockaway Avenue. In addition, three intersections within the primary study area's East New York subarea were identified as "Priority Intersections": Pitkin Avenue at Pennsylvania Avenue, Liberty Avenue at Wells Street/Euclid Avenue, and Sutter Avenue at Fountain Avenue. The *Vision Zero Brooklyn Pedestrian Safety Action Plan* identified a series of engineering/planning, enforcement, and education/awareness campaign strategies to enhance pedestrian safety along the borough's Priority Corridors and Priority Intersections. These strategies included measures such as reducing the speed limit to 25 miles per hour, expanding exclusive pedestrian crossing time, installing additional lighting around key transit stops, expanding the bicycle network, prioritizing targeted enforcement and deploying speed cameras, and targeting intensive street-level outreach.

East New York Empire Zone

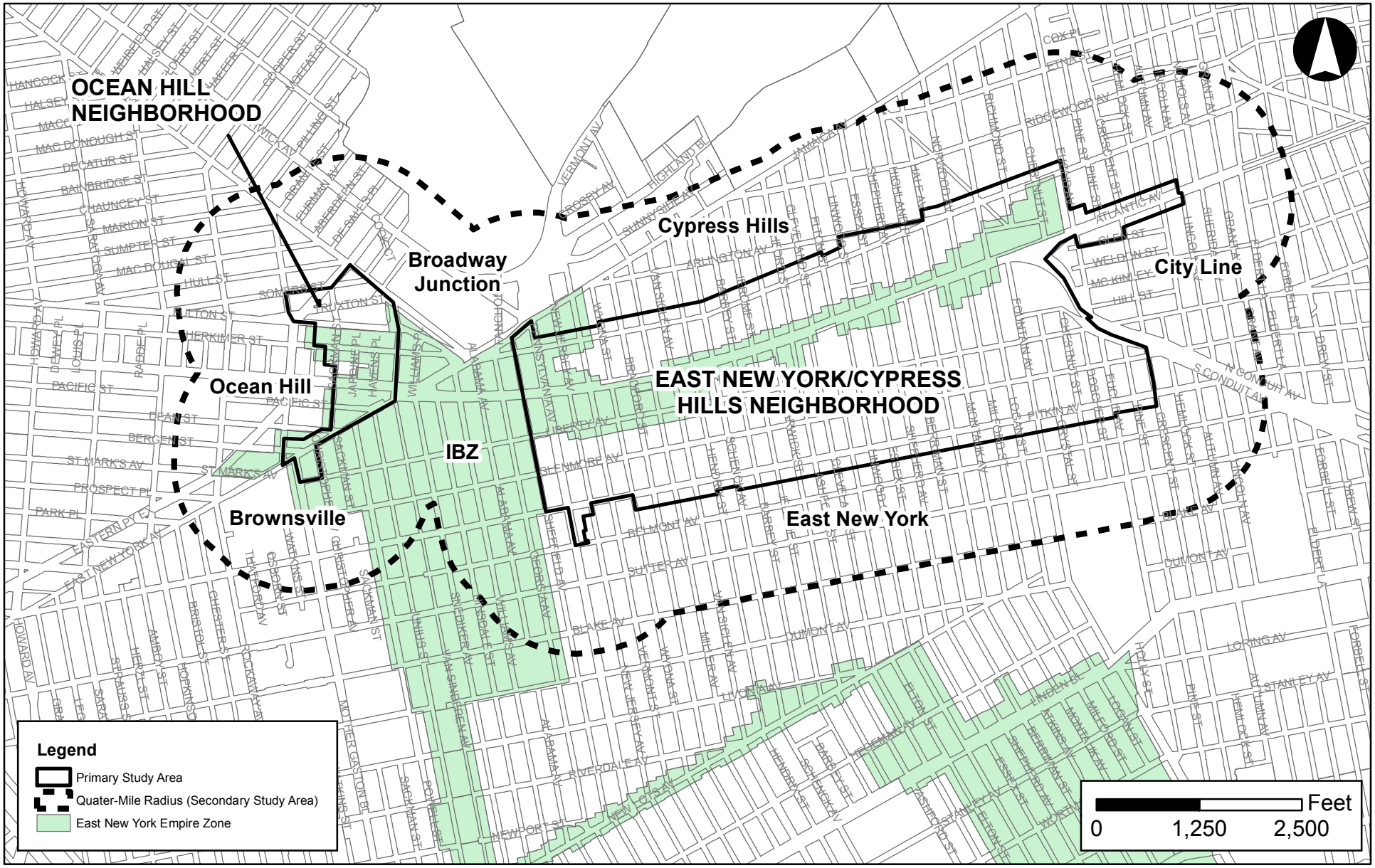
As illustrated in Figure 2-5, portions of the Ocean Hill and East New York/Cypress Hills areas of the primary study area are located within the East New York Empire Zone. Empire Zones were established to extend tax benefits and incentives to qualifying businesses in order to create jobs and stimulate private business investment in impoverished areas of New York State. The program is currently closed to new applicants. The Commissioner of New York City's Department of Small Business Services (SBS) serves as Chairman of the Zone Administrative Board for each of the City's Empire Zones, and the SBS oversees the activities in the zones.

New York City Food Retail Expansion to Support Health Program

The New York City Food Retail Expansion to Support Health (FRESH) Program provides zoning incentives and discretionary tax incentives to promote the establishment and retention of neighborhood grocery stores in communities that lack full-line grocery stores. The primary and secondary study areas are located within a FRESH-designated area.

The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by a full-line grocery store operator in FRESH-eligible areas that meet the following criteria:

- Provide a minimum of 6,000 square feet (sf) of retail space for a general line of food and non-food grocery products intended for home preparation, consumption and utilization;
- Provide at least 50 percent of a general line of food products intended for home preparation, consumption and utilization;
- Provide at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish, and frozen foods; and
- Provide at least 500 sf of retail space for fresh produce.



East New York Rezoning Proposal

Figure 2-5
East New York Empire Zone

Financial incentives are available to eligible grocery store operators and developers to facilitate and encourage FRESH Food Stores in the designated area. These incentives include real estate tax reductions, sales tax exemptions, floor area bonuses, and mortgage recording tax deferrals.

Greenpoint-Greenway Strategic Zone

The primary study area is located within the Greenpoint-Greenway Strategic Zone, one of five such zones citywide in which special benefits are available to support the installation of solar panels for electricity as well as hot water. The Strategic Zones are selected areas where solar power systems are most beneficial and technically viable and where development of solar power is encouraged. The zones were designed to reduce peak electricity demand and the associated pollution from dirty plants that operate when demand is at its highest, while also potentially deferring or eliminating the need for costly upgrades to the electrical system. The zones were selected by the Solar America City Partnership and an advisory group consisting of representatives from several City agencies, Consolidated Edison (ConEd), the New York Department of Public Service, the New York State Energy Research and Development Authority (NYSERDA), and the New York Power Authority (NYPA).

MillionTreesNYC

The primary study area is partially located within one of the six citywide Trees for Public Health (TPH) neighborhoods established by the New York City Department of Parks and Recreation (DPR). These neighborhoods were identified as neighborhoods with the greatest need for trees because they have fewer than average street trees and higher than average rates of asthma among young people. It is believed that additional trees in these neighborhoods will reduce the pollutants that trigger respiratory disorders and contribute to healthier living standards. As part of the TPH designation, DPR developed an urban forestry management plan for the neighborhood which aims to increase the urban tree canopy.

OneNYC

In April 2015, Mayor Bill de Blasio released OneNYC, a comprehensive plan for a sustainable and resilient city for all New Yorkers that speaks to the profound social, economic, and environmental challenges faced. OneNYC is the update to the sustainability plan for the City started under the Bloomberg administration, previously known as PlaNYC 2030: A Greener, Greater New York. Growth, sustainability, and resiliency remain at the core of OneNYC, but with the poverty rate remaining high and income inequality continuing to grow, the de Blasio administration added equity as a guiding principle throughout the plan. In addition to the focuses of population growth; aging infrastructure; and global climate change, OneNYC brings new attention to ensuring the voices of all New Yorkers are heard and to cooperating and coordinating with regional counterparts. Since the 2011 and 2013 updates of PlanNYC, the City has made considerable progress towards reaching original goals and completing initiatives. OneNYC includes updates on the progress towards the 2011 sustainability initiatives and 2013 resiliency initiatives and also sets additional goals and outlines new initiatives under the organization of four visions: growth, equity, resiliency, and sustainability.

Goals of the plan are to make New York City:

- A Growing, Thriving City by fostering industry expansion and cultivation, promoting job growth, creating and preserving affordable housing, supporting the development of vibrant neighborhoods, increasing investment in job training, expanding high-speed wireless networks, and investing in infrastructure.
- A Just and Equitable City by raising the minimum wage, expanding early childhood education, improving health outcomes, making streets safer, and improving access to government services.
- A Sustainable City by reducing greenhouse gas emissions, diverting organics from landfills to attain Zero Waste, remediating contaminated land, and improving access to parks.
- A Resilient City by making buildings more energy efficient, making infrastructure more adaptable and resilient, and strengthening coastal defenses.

As the *CEQR Technical Manual* has yet to be updated to address the approach of OneNYC, the PlaNYC sustainability assessment, as described below, will continue to be utilized on large publicly-sponsored projects.

PlaNYC 2030: A Greener, Greater New York

In 2011, the Mayor's Office of Long Term Planning and Sustainability released an update to PlaNYC: A Greener, Greater New York. PlaNYC represents a comprehensive and integrated approach to planning for New York City's future. It includes policies to address three key challenges that the City faces over the next twenty years: population growth; aging infrastructure; and global climate change. In the 2011 update, elements of the plan were organized into ten categories—housing and neighborhoods, parks and public space, brownfields, waterways, water supply, transportation, energy, air quality, solid waste, and climate change—with corresponding goals and initiatives for each category. As stated in the *CEQR Technical Manual*, a project is generally considered consistent with PlaNYC's goals if it includes one or more of the following elements:

- *Land Use*: pursue transit-oriented development; preserve and upgrade current housing; promote walkable destinations for retail and other services; reclaim underutilized waterfronts; adapt outdated buildings to new uses; develop underused areas to knit neighborhoods together; deck over rail yards, rail lines, and highways; extend the Inclusionary Housing Program in a manner consistent with such policy; preserve existing affordable housing; and redevelop brownfields.
- *Open Space*: complete underdeveloped destination parks; provide more multi-purpose fields; install new lighting at fields; create or enhance public plazas; plant trees and other vegetation; upgrade flagship parks; convert landfills into parkland; increase opportunities for water-based recreation; and conserve natural areas.
- *Water Quality*: expand and improve wastewater treatment plants; protect and restore wetlands, aquatic systems, and ecological habitats; expand and optimize the sewer network; build high level storm sewers; expand the amount of green, permeable surfaces across the City; expand the Bluebelt system; use "green" infrastructure to manage stormwater; be consistent with the Sustainable Stormwater Management Plan; build systems for on-site management of stormwater runoff; incorporate planting and stormwater management within parking lots; build green roofs; protect wetlands; use water-efficient fixtures; and adopt a water conservation program.
- *Transportation*: promote transit-oriented development; promote cycling and other sustainable modes of transportation; improve ferry services; make bicycling safer and more convenient; enhance pedestrian access and safety; facilitate and improve freight movement; maintain and improve roads and bridges; manage roads more efficiently; increase capacity of mass transit; provide new commuter rail access to Manhattan; improve and expand bus service; improve local commuter rail service; and improve access to existing transit.
- *Air Quality*: promote mass transit; use alternative fuel vehicles; install anti-idling technology; use retrofitted diesel trucks; use biodiesel in vehicles and in heating oil; use ultra-low sulfur diesel and retrofitted construction vehicles; use cleaner-burning heating fuels; and plant street trees and other vegetation.
- *Energy*: exceed the energy code; improve energy efficiency in historic buildings; use energy efficient appliances, fixtures, and building systems; participate in peak load management systems, including smart metering; repower or replace inefficient and costly in-City power plants; build distributed generation power units; expand the natural gas infrastructure; use renewable energy; use natural gas; install solar panels; use digester gas for sewage treatments plants; use energy from solid waste; and reinforce the electrical grid.
- *Natural Resources*: plant street trees and other vegetation; protect wetlands; create open space; minimize or capture stormwater runoff; and redevelop brownfields.
- *Solid Waste*: promote waste prevention opportunities; increase the reuse of materials; improve the convenience and ease of recycling; create opportunities to recover organic material; identify additional markets for recycled materials; reduce the impact of the waste systems on communities; and remove toxic materials from the general waste system.

SECONDARY STUDY AREA

In addition to the public policies described above, the secondary study area also includes the East New York IBZ, the East New York II URA, and two Business Improvement Districts (BIDs), which are described in greater detail below.

East New York IBZ

As presented in Figure 2-6, the East New York IBZ occupies all, or potions, of 38 blocks of the secondary study area, between the Ocean Hill and East New York/Cypress Hills areas; none of the East New York IBZ falls within the primary study area.

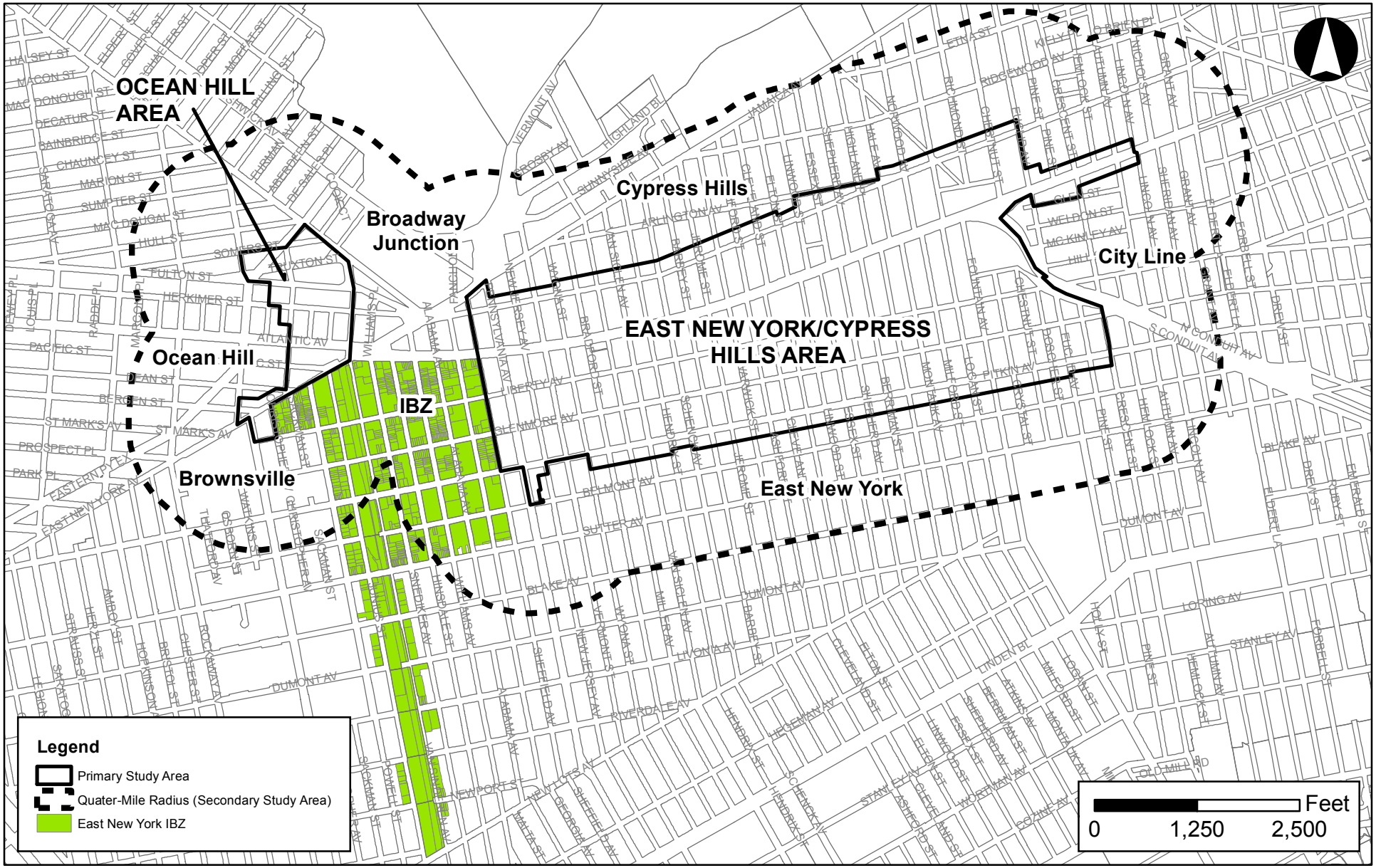
IBZs were created by the Mayor's Office of Industrial and Manufacturing Businesses to provide business assistance and tax benefits to industrial and manufacturing firms located within an IBZ. The IBZ designation fosters high performing business districts by creating competitive advantages over locating in an area outside of New York City. An IBZ protects pre-existing industrial areas that are currently zoned for manufacturing from rezoning to residential or commercial uses. New York State offers tax incentives in IBZs, including a $1,000 per relocated employee tax credit for industrial and manufacturing firms that move their businesses into an IBZ district. There are currently 21 IBZs in New York City. The East New York IBZ covers a 100-acre area occupied by 45 industrial and manufacturing businesses that provide more than 4,000 industrial and manufacturing jobs. Between 2002 and 2011, the area saw the number of jobs increase 33 percent. Key industrial subsectors represented in the East New York IBZ include steel and metal fabrication, transportation, warehouse/distribution, woodworking, and vinyl manufacturing; transportation and warehousing jobs make up almost half of the jobs in the IBZ.

East New York II Urban Renewal Plan

As presented earlier in Figure 2-4, in addition to being partially located within the East New York I URA (described in the "Primary Study Area" section, above), portions of the secondary study area are also located within the boundaries of the East New York II URA. The East New York II URA, which is located within the boundaries of the East New York IBZ, was adopted in 1989 as a byproduct of the Central Brooklyn URP. The Plan was last revised in 1990 and expires in 2029. The URP primarily calls for industrial uses, including manufacturing and heavy commercial uses, along with limited office, public, and community facility space.

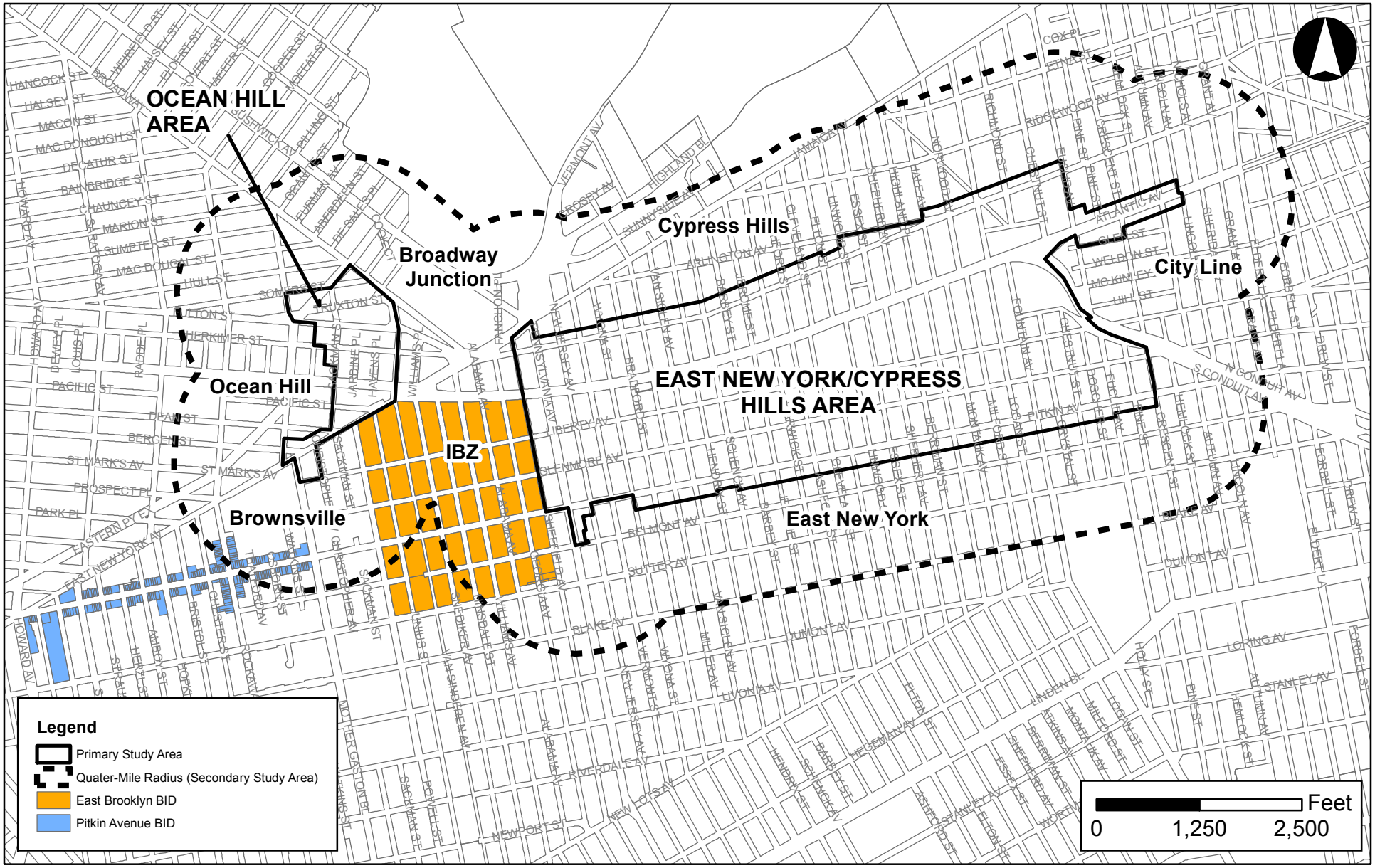
Business Improvement Districts

As shown in Figure 2-7, portions of the secondary study area fall within the East Brooklyn and Pitkin Avenue BIDs. The East Brooklyn BID (EBBID) covers 40 blocks situated, essentially, within the East New York IBZ and is generally bounded by Sutter Avenue to the south, East New York and Atlantic Avenues to the north, Powell Street to the west, and Sheffield Avenue to the east. The EBBID was originally established in 1983 by property owners, business leaders, and area residents working in collaboration with the City to complement and expand the real estate assistance, security, and structural improvement services provided to businesses in the East New York IBZ. The EBBID's mission is now more focused on providing core maintenance and supportive services, with the goal of making the area a safe, attractive, and vibrant place in which to live and do business. The Pitkin Avenue BID was established in 1993 with the goal of creating a welcoming pedestrian shopping and recreation-oriented district for local residents and visitors. The Pitkin Avenue BID is comprised of ten blocks running along Pitkin Avenue from Howard Avenue to Mother Gaston Boulevard and along Rockaway Avenue between Glenmore and Belmont Avenues. Initiatives of the Pitkin Avenue BID include collecting and presenting data oriented towards service to retailers (including pedestrian counts, workshops on financing, best practices, point of sale service), producing family-friendly events year round, and making pedestrian-oriented improvements.



East New York Rezoning Proposal

Figure 2-6
East New York Industrial Business Zone



East New York Rezoning Proposal

Figure 2-7
Secondary Study Area Business Improvement Districts

The Future without the Proposed Actions (No-Action Condition)

Land Use

PRIMARY STUDY AREA

In the 2030 future without the Proposed Actions, it is expected that the current land use trends and general development patterns will continue. These trends and patterns are characterized by a mix of uses, including residential, commercial, industrial, and storage uses. Table 1-2 in Chapter 1, "Project Description," identifies the No-Action RWCDS development that is expected to occur on each of the 80 projected development sites in the future without the Proposed Actions. As indicated in Table 1-2, 27 of the 80 projected development sites are expected to be redeveloped, or undergo conversion, in the future without the Proposed Actions. Table 2-4, below summarizes the incremental development anticipated on these 27 projected development sites in the future without the Proposed Actions.[2] No-Action development on these 27 projected development sites would result in a net 325,389 sf of market-rate residential floor area (428 dwelling units [DU]), 323,263 sf of commercial uses, 79,138 sf of community facility uses, and 81,175 sf of industrial uses on the projected development sites.

In addition to the as-of-right development anticipated on some of the projected development sites in the RWCDS, two other sites in the primary study area are expected to be developed in the future without the Proposed Actions (see Figure 2-8 and Table 2-4). At 2501 Pitkin Avenue (Map No. 28 in Figure 2-8), a new 69,400 sf mixed-use, 60-unit affordable housing development with ground floor retail is expected to be completed by 2016, facilitated by the 2013 Pitkin Avenue Rezoning. A smaller mixed-use affordable building is also planned at 2746 Fulton Street. The new construction will have three residential units and 782 sf of ground-floor retail.

In total, the new primary study area No-Action developments will introduce an estimated 1,459 new residents and 1,123 new workers to the primary study area.

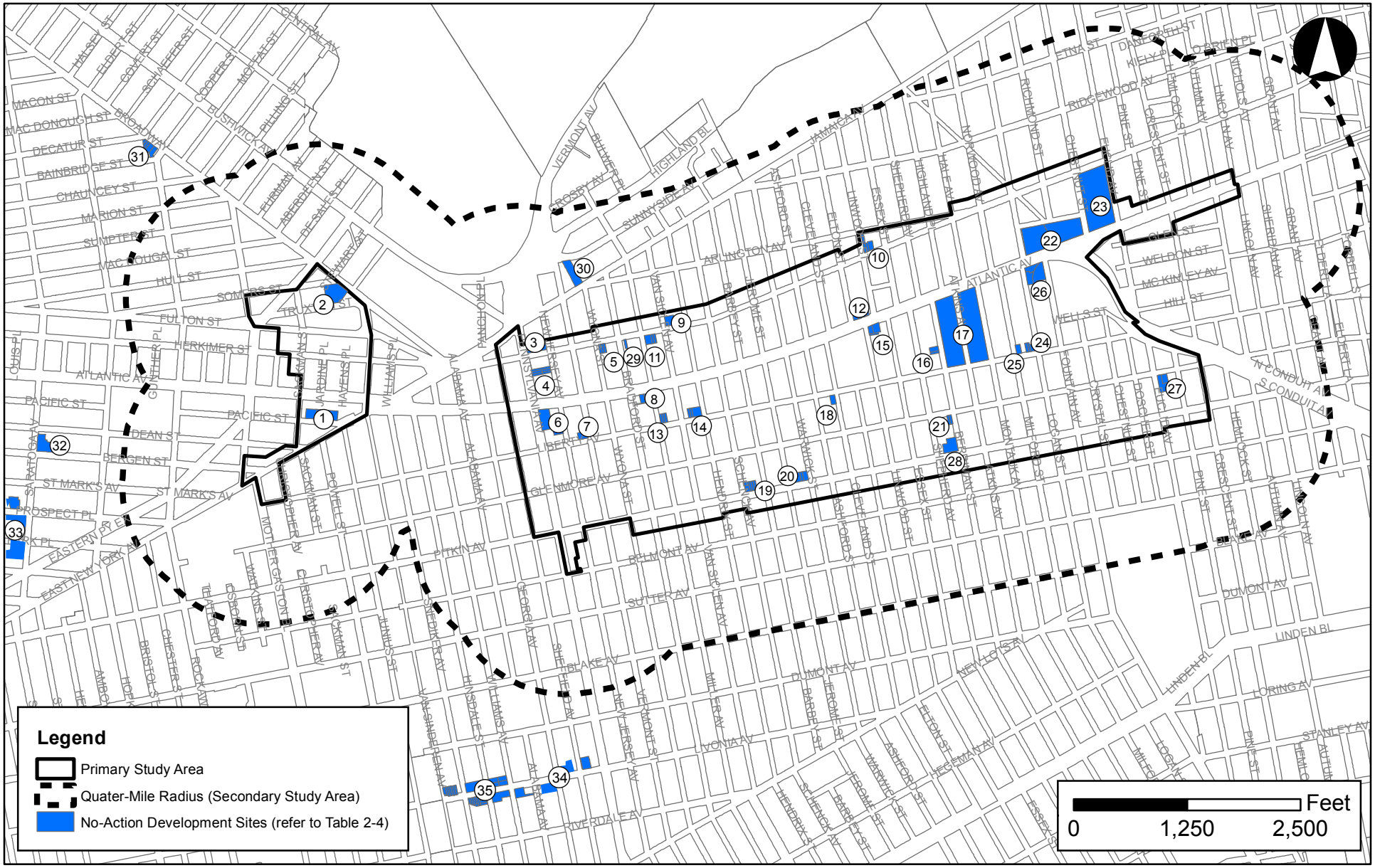
SECONDARY STUDY AREA

One known and anticipated development is expected in the Cypress Hills subarea of the ¼-mile secondary study area: a 53-unit senior housing development ("Cypress Hills Senior Housing," Map No. 30 in Figure 2-8) is under construction at 137 Jamaica Avenue and is expected to be completed in 2015.

OTHER DEVELOPMENTS OUTSIDE OF THE STUDY AREAS

For the purposes of other analyses that have a larger study area, such as community facilities and open space, Figure 2-8 and Table 2-4 also identify developments anticipated to occur within a ¼-mile to a ½-mile of the primary study area. These include several larger mixed-use affordable housing developments. The largest planned developments are the Prospect Plaza Redevelopment to the west of the primary study area in Ocean Hill (Map No. 35 in Figure 2-8) and the Livonia Avenue Phase I and II developments to the south of the primary study area in East New York (Map Nos. 36 and 37 in Figure 2-8), which will collectively introduce a net 2,236 residents to the area, along with an anticipated 522 net employees. Other planned developments within a ½-mile of the primary study area include the Henry Apartments to the northwest of the primary study area, which is expected to include 78 supportive housing units and ground floor retail, with an anticipated 2016 completion; and the Bergen-Saratoga Apartments to the west of the primary study area, an affordable residential development that is expected to include 80 DU.

[2] Although construction of the anticipated No-Action developments would likely be completed intermittently by the 2030 analysis year, for purposes of this assessment, a 2030 build year is assumed for all projected development sites' No-Action development.



East New York Rezoning Proposal

Figure 2-8
No-Action Development Sites

TABLE 2-4
Development Projects in the Future without the Proposed Actions

Map No.[1]	Project Name/Address	Development Proposal Program	Build Year	Estimated Net Residents[2]	Estimated Net Workers[3]
Primary Study Area					
1	Projected Development Site 1 – 2435 Pacific Street	A mixed-use commercial development with a total floor area of 84,000 sf, including approximately 28,000 sf of retail and 56,000 sf of community facility space	2030	0	252
2	Projected Development Site 2 – 178 Somers Street	A new commercial development with a total floor area of 46,491 sf	2030	0	37
3	Projected Development Site 3 – 27-35 Pennsylvania Ave. & 96 New Jersey Ave.	A hotel development and existing auto-related use with a total floor area of 41,920 sf, including approximately 1,680 sf of auto-related uses, 38,560 sf of hotel, and 1,680 sf of office, as well as 30 parking spaces	2030	0	37
4	Projected Development Site 9 – 59-61 Pennsylvania Ave. & 126- 130 New Jersey Ave.	A new commercial development and existing residential and auto-related uses with a total floor area of 17,240 sf, including approximately 6,750 sf of retail, 1,575 sf of auto-related uses, 4,750 sf of office space, 515 sf of garage uses, 3 DU, and 26 parking spaces	2030	0	34
5	Projected Development Site 11 – 2718-2726 Fulton Street	A residential development with a total floor area of 9,391 sf, with 9 DU and 9 parking spaces	2030	27	0
6	Projected Development Site 13 – 91 Pennsylvania Avenue	The existing building will be re-occupied with approximately 37,260 sf of commercial/office uses	2030	0	137
7	Projected Development Site 15 – 401 Liberty Avenue	A new commercial development with a total floor area of 10,000 sf, including approximately 3,333 sf of auto-related uses and 6,667 sf of office area	2030	0	30
8	Projected Development Site 16 – 2752-2760 Atlantic Avenue	A new community facility development with a total floor area of 23,138 sf	2030	0	69
9	Projected Development Site 20 – 2795 Fulton Street	A new residential development with a total floor area of 12,500 sf, including 12 DU.	2030	36	0
10	Projected Development Site 22 – 290 Arlington Ave. & 3007-3015 Fulton Street	A new residential development and existing commercial retail use with a total floor area of 15,416 sf, including approximately 5,500 sf of retail, 9 DU, and 9 parking spaces	2030	15	0
11	Projected Development Site 23 – 2772-2776 Fulton Street	A new residential development and existing commercial and residential use with a total floor area of 14,600 sf, including approximately 1,050 sf of retail and 13 DU	2030	33	-3
12	Projected Development Site 27 – 2991-3003 Atlantic Ave. & 211 Elton Street	A new commercial development with existing residential, retail, and auto-related uses with a total floor area of 21,240 sf, including approximately 6,236 sf of retail, 900 sf of auto-related uses, 6,236 sf of office space, and 4 DU.	2030	-6	38
13	Projected Development Site 33 – 489-491 Liberty Avenue	An existing residential and a new industrial manufacturing development with a total floor area of 7,058 sf, including approximately 4,970 sf of storage uses and 2 DU.	2030	0	0
14	Projected Development Site 34 – 517-523 Liberty Avenue	A new industrial manufacturing building and existing commercial and residential uses with a total floor area of 10,733 sf, including approximately 2,000 sf of storage, 6,378 sf of community facility, 2 DU, and 5 parking spaces	2030	0	0
15	Projected Development Site 41 – 3002-3008 Atlantic Ave. & 315 Linwood Street	A new commercial development and existing commercial use with a total floor area of 10,126 sf	2030	0	6
16	Projected Development Site 44 – 46-66 Berriman Street	A new residential development and auto-related facility with a total floor area of 8,750 sf, including 2,500 sf of auto-related uses, 6 DU, and 54 parking spaces	2030	18	1
17	Projected Development Site 46 – 3100 & 3124 Atlantic Avenue	A new development of multi-family walk-up housing with a total floor area of 382,500 sf, including 20,000 sf of retail, 361 DU, and 357 parking spaces	2030	953	79
18	Projected Development Site 51 – 670 Liberty Avenue	A residential development with a total floor area of 6,563 sf, including 6 DU	2030	18	-1
19	Projected Development Site 58 – 2279-2285 Pitkin Avenue	A new residential development and storage facility with a total floor area of 11,580 sf, including approximately 1,125 sf of storage space and 10 DU	2030	24	0

TABLE 2-4 (continued)
Development Projects in the Future without the Proposed Actions

Map No.[1]	Project Name/Address	Development Proposal Program	Build Year	Estimated Net Residents[2]	Estimated Net Workers[3]
20	Projected Development Site 59 – 2321-2339 Pitkin Avenue	A new residential development and existing industrial manufacturing facility with a total floor area of 21,375 sf, including approximately 10,000 sf of retail, 2,000 sf of garage uses, 9 DU, and 7 parking spaces	2030	27	0
21	Projected Development Site 61 – 804 Glenmore Avenue	A new residential development with a total floor area of 6,250 sf, including 6 DU	2030	18	0
22	Projected Development Site 66 – 3269 Atlantic Avenue	Partially redeveloped with an 81,175-sf light-industrial facility.	2030	0	81
23	Projected Development Site 67 – 3301 Atlantic Avenue	A commercial development with a total floor area of 101,618 sf, including 71,584 sf of retail, 30,000 sf dedicated to FRESH supermarket programming, and 326 parking spaces	2030	0	312
24	Projected Development Site 70 – 873-879 Liberty Avenue	A new residential development with a total floor area of 10,938 sf, including 9 DU	2030	27	-2
25	Projected Development Site 71 – 865 Liberty Avenue	A new residential development with a total floor area of 6,250 sf, including approximately 6 DU	2030	18	0
26	Projected Development Site 72 – 281 Logan St., 3196 Atlantic Ave., & 24 Fountain St.	A new warehouse/storage facility with a total floor area of 31,000 sf and 16 parking spaces	2030	0	-15
27	Projected Development Site 77 – Southwest corner of Glenmore and Pitkin Aves.	A new residential development with a total floor area of 25,000 sf, including 24 DU.	2030	72	1
28	Pitkin-Berriman – 2501 Pitkin Avenue	A new 69,400 sf mixed-use, 60-unit affordable housing development with ground floor retail	2016	179	28[4]
29	2746 Fulton Street	A new mixed-use development with 782 sf of retail and 2,330 sf residential (3 DUs)	2016	0	2
Net Incremental Development for Primary Study Area		*Residential: 385,932 sf (488 DU)* *Commercial: 333,345 gsf* *Industrial: 81,175 gsf* *Community Facility: 79,138 gsf*		*1,459*	*1,123*
Secondary Study Area					
30	Cypress Hills Senior Housing – 137 Jamaica Avenue	A new 47,277 sf residential development containing 53 senior housing units	2015	83[5]	7[5]
Net Incremental Development for Secondary Study Area		*Residential: 433,209 sf (541 DU)* *Commercial: 333,345 gsf* *Industrial: 81,175 gsf* *Community Facility: 79,138 gsf*		*1,542*	*1,130*
Beyond the Secondary Study Area but Within a ½-Mile Radius of the Primary Study Area					
31	Henry Apartments – 768-770 Decatur Street & 1696-1712 Broadway	A new mixed-use development with 4,822 sf of retail and 63,370 sf of community facility use comprised of 78 supportive housing units	2016	440[6]	25[6]
32	Bergen-Saratoga Apartments – Northeast corner of Bergen Street and Saratoga Ave.	A new 80 DU (67,434 sf) affordable residential development	2016	220	3
33	Prospect Plaza Redevelopment – 1750 & 1785 Prospect Pl. & 1800 Park Pl.	A mixed-use development with 364 affordable DU and 22,000 sf of retail	2016	544	77

TABLE 2-4 (continued)
Development Projects in the Future without the Proposed Actions

Map No.[1]	Project Name/Address	Development Proposal Program	Build Year	Estimated Net Residents[2]	Estimated Net Workers[3]
34	Livonia Avenue – Phase I – 487 Georgia Ave., Northeast corner of Georgia and Livonia Aves., south side of Livonia Ave. btwn. Georgia & Alabama Aves., southwest corner of Livonia & Williams Aves., & 490 Alabama Ave, 464-474 Williams Ave/443 Hinsdale St.	Five new mixed-use buildings totaling 278 affordable DU, 11,125 sf of retail, and 72,334 sf of community facility uses	2016	831	261
35	Livonia Avenue – Phase II – South side of Livonia Ave. btwn. Schenck & Williams Aves., 485 Livonia Ave., & northeast corner of Livonia & Van Sinderen Aves.	Four new mixed-used buildings totaling 288 DU, 45,350 sf of retail, and 12,000 sf of community facility uses	2018	861	184

Source: DCP
Notes:
[1] Refer to Figure 2-8.
[2] Assumes 2.99 persons per DU for residential units in Brooklyn Community District (CD) 5 and 2.75 persons per DU for residential units in Brooklyn CD 16, except where otherwise noted.
[3] Estimate of workers based on standard industry rates of one employee per 250 sf of office, three employees per 1,000 sf of retail/supermarket/restaurant uses, one employee per 25 DU, one employee per 2.67 hotel rooms (and 400 sf per hotel room), one employee per 1,000 sf of auto-related and industrial uses, one employee per 15,000 sf of warehouse uses, three employees per 1,000 sf of all other community facility uses, and one employee per 50 parking spaces (except where otherwise noted).
[4] From 2013 *Pitkin Avenue Rezoning EAS.*
[5] From 2013 *Cypress Hills Senior Housing EAS.*
[6] From 2014 *The Henry Apartments EAS.*

Zoning

As stated in Chapter 1, "Project Description," independent of the Proposed Actions for East New York, DCP is proposing a series of zoning text amendments to eliminate unnecessary obstacles to the creation of housing, especially affordable housing known as Zoning for Quality and Affordability (ZQA). These text amendments are expected to be in public review concurrent with the Proposed Actions and, when adopted, will affect the proposed zoning districts. For environmental review purposes, these additional actions are assumed to be implemented in the No-Action condition and are described below.

AFFORDABLE SENIOR HOUSING AND LONG-TERM CARE FACILITIES

The proposed ZQA zoning text amendment would promote affordable senior housing and long-term care facilities through various updates and refinements to the Zoning Resolution of the City of New York, as follows:

- *Modernize zoning definitions:* Accommodate today's housing models and recognize regulated housing and facility types by removing obsolete definitions and updating definitions for affordable senior housing and long-term care facilities.
    - A new defined term "affordable independent housing for seniors" to replace "non-profit residences for the elderly." This definition would be expanded to include both non-profit and for-profit developers, but the income restrictions and age restriction would still apply to this use;
    - Replace the nursing homes and health related facilities in Section 12-10 of the Zoning Resolution of the City of New York with a new term, "long-term care facilities," which would include State-licensed long-term care facilities such as nursing homes, assisted living facilities, and certain continuing care retirement communities; and
    - Several defined terms that are no longer used, and therefore obsolete, would be removed. These include domiciliary care facilities for adults and sanitariums (Use Group 3).
- *Rationalize FARs:* Establish consistent FARs and corresponding building heights for affordable senior housing and long-term care facilities to facilitate more and better housing for seniors.
    - Long-term care facilities and affordable independent residents for seniors would utilize the same FAR maximums, which would be reconciled based on the higher of the existing non-profit residences for the elderly FAR or that of the Inclusionary Housing Program. For long-term care facilities, this would remove the obstacle of only permitting higher FARs for nursing homes through community facility Special Permits; and
    - Quality Housing required indoor recreation spaces could be applied to meet the existing four percent accessory social and amenity space requirement for affordable senior housing.
- *Remove the specific open space ratios for non-contextual districts and lot coverages for contextual districts*: The senior bulk requirements would reference the lot coverage and open space provisions in the underlying bulk regulations.
- *Allow flexibility for different types of affordable senior housing:* Relax density restrictions that may prevent the creation of appropriately sized units by removing the density factor and minimum unit size requirement.
    - Remove the density factors listed in Section 23-221 of the Zoning Resolution of the City of New York for non-profit residences for the elderly. There would be no minimum dwelling unit size;
- *Provide a framework for mixing of Use Group 2 residences with certain Use Group 3 community facilities:* Specify how density in mixed community facility and residential buildings would be calculated and remove existing restrictions in R6 and R7-1 that limit the portion of mixed building that can include community

facility uses. In a building that combines Use Groups 2 and 3, the Quality Housing floor area deductions would be computed based on the combined floor area.

- *Reduce administrative obstacles:* Eliminate certifications and Special Permits for nursing homes.
    - Remove the certification under Section 22-42 of the Zoning Resolution of the City of New York and the Special Permit in Section 74-90 (except that senior long-term care facilities would continue to require a Special Permit in R1 and R2 districts), as well as the Special Permit in Section 74-903 for domiciliary care facilities for adults; and
    - Create a single Special Permit to allow senior long-term care facilities in R1 and R2 districts.

This component of the proposed ZQA zoning text amendment would be applicable to multi-family R3-2 through R10 residence districts, as well as their residential equivalents in commercial and manufacturing districts, as applicable. These changes would also be reflected in Special Districts and special areas that include these zoning districts. As such, the proposed ZQA zoning text amendment would apply to these zoning districts within the primary study area.

BUILDING ENVELOPE CONTROLS

The proposed ZQA zoning text amendment would modernize rules that shape buildings in the City through various updates and refinement to the Zoning Resolution of the City of New York, as follows:

- *General building envelope modifications*: In medium- and higher-density districts, the proposed ZQA zoning text amendment would allow additional flexibility to accommodate best practices for affordable construction and good design, while maintaining current maximum FARs, including:
    - *Height*: In order to encourage improved residential and mixed-use ground floors, permit maximum building heights in certain R6B through R10 contextual districts to be increased by five feet for buildings that provide ground floors that are at least 13 feet high. In addition, introduce a maximum number of permitted stories, which would roughly correlate to the number anticipated under the original Quality Housing proposal for each district. In high-density districts (R9A, R9X, and R10A) increase maximum building heights by and additional five to ten feet to ensure all permitted floor area can fit and allow better design. In non-contextual districts utilizing the Quality Housing option, existing maximum height restrictions would be updated to make the district envelope comparable to that of a comparable 'A' suffix zoning district on wide streets and 'B' suffix zoning district on narrow streets. Similar building envelope modification would be made to many Special Districts, as well as R5D, C4-4L, and M1-6D districts and Waterfront areas. To provide a better transition along district boundaries between the maximum heights permitted within lower-density and moderate- and higher-density districts, the proposed ZQA zoning text amendment would create an intermediate height within the 25-foot buffer zone;
    - *Setbacks*: Remove penalty for buildings that set back at the street level by allowing a reduction of one foot in required setback for every foot that the building is set back from the property line, provided that a minimum setback of five feet is provided from the streetwall; and
    - *Corner lots*: Allow 100 percent lot coverage for the residential portion of Quality Housing building on corner lots. With this mediation to the underlying zoning districts, the corner lot provisions of several Special Districts, as well as Waterfront and C4-4L district regulations, would also be modified, as they mimic (but also supersede) the underlying provisions.
- *Enhanced building envelope modifications for Inclusionary and affordable senior housing and care facilities*: Where zoning allows additional floor area for affordable housing for seniors or Inclusionary Housing, provide enough flexibility to fit all permitted floor area with good design, including:

- *Height*: Increase maximum building heights by one to two stories in R6-R8 districts and by three to four stories in R9-R10 districts to fit all floor area without sacrificing housing. Maximum base heights would be increased proportionately;

- *Amenity space:* Allow ground floor accessory residential amenity spaces to be located in the rear yard, where parking garages and community facilities are allowed under existing zoning regulations, up to a height of 15 feet. This options would be applicable to developments with nine or more DU and would not be permitted in 'B' districts. The daylighting standards for laundry and recreation space would also be amended to facilitate sky-lit spaces as an alternative to a community facility court;

- *Remove narrow lot restrictions:* "Sliver law" (the colloquial name for special provisions that pertain to narrow buildings of less than 45 feet in width in R7-2, R7D, R7X, R8, R9, and R10 residence districts and their commercial equivalents) applicability would be eliminated for Inclusionary and affordable senior housing and care facilities, and the underlying Quality Housing envelopes would apply;

- *Non-contextual districts:* In R6-R10 non-contextual zoning districts (which do not have overall height limits), establish more flexible height limits for affordable senior housing and long-term care facilities adjacent to infrastructure, and future Inclusionary Housing developments; and

- *New lower-density bulk envelope*: A more workable as-of-right bulk envelope for affordable senior housing and care facilities in R3-R5 residence districts would be established so that developers would not be required to obtain City Planning Commission (CPC) authorizations to accommodate the additional floor area allocated to these facilities.

- *Improved design flexibility:* Allow flexibility for the variation and texture that typify older buildings in many neighborhoods, including:

  - *Street wall:* Update and clarify regulations to support traditional types of building variation. For all R6-R10 contextual residence districts, and their commercial equivalents in mixed buildings, as well as certain Special Districts that mimic underlying contextual streetwall provisions, new provisions would clearly stipulate permitted façade articulation and would simply and clarify existing streetwall line-up provisions;

  - *Courtyards:* Allow greater flexibility in proportional and dimensional court provisions to enable visual interest and a range of building configurations;

  - *Ground floors:* Make transparency and design requirements consistent in various zoning and Special Districts by consolidating into a single set of provisions;

  - *Window regulations:* Remove the requirement for double-glazed windows from the Quality Housing regulations, as well as other Special Districts that have double-glazed window or window wall attenuation requirements, and establish a mechanism for property owners to modify the existing window wall attenuation requirement of 35 dBA;

  - *Clarify use location provisions:* In Special Purpose districts that incorrectly modified the underlying location of use provision to allow "non-residential" uses on the same floor as or above residential uses, the phrase "non-residential" would be changed to "commercial," or additionally manufacturing in Special MX district, so that community facility uses can co-locate within the same corridors as residential uses;

  - *Mix of unit size:* Remove the minimum unit size requirement from Quality Housing requirements and make consistent the unit density standards for all medium and high-density districts, allowing smaller units to be mixed with larger ones; and

- *Eliminate Quality Housing study areas:* Set forth in ZR Section 23-011, where the Quality Housing option is not permitted.

- *Modifications for constrained lots:* Most existing zoning controls are designed to work with flat, rectangular lots and do not work well on irregularly-shaped or slopes sites, including:

  - *Yards and lot coverage:* Rear yard reduction provisions would be extended to lots shallower than 95 feet in R6-R10 districts and their commercial equivalents, as well as certain Special Districts. Lot coverage would be increased in step with this;

  - *Streetwall:* In R7D, R8A, R8B, R8X, R9A, R9D, R9X, R10A, or R10X equivalent commercial districts that have 100 percent streetwall requirements, a reduction to 70 percent would be permitted for corner lots with an interior angle of less than 75 degrees;

  - *Additional flexibility for irregular topography:* For zoning lots in R6-R10 residence districts and their commercial equivalents, the threshold at which a sloping base pane can be established would be modified to sites with a five percent grade change between the front and rear wall;

  - *Distance between buildings:* Reduce "tower-in-the-park"-era requirements for multi-family buildings to be consistent with the State's Multiple Dwelling Law requirements; and

  - *Relief for unusual conditions:* Allow modification on a case-by-case basis through the establishment of a new discretionary action.

This component of the proposed ZQA zoning text amendment would primarily be applicable to R5D to R10 residence districts, as well as their residential equivalents in commercial and manufacturing districts, as applicable. These changes would also be reflected in Special Districts and special areas that include these zoning districts. In addition, this component of the proposed ZQA zoning text amendment, as it affects the development of affordable senior housing and care facilities, would be applicable to R3-2, R4, and R5 zoning districts. As such, the proposed ZQA zoning text amendment would apply to these zoning districts within the primary study area.

PARKING REQUIREMENTS

The proposed ZQA zoning text amendment would define a "Transit Zone" in portions of the City that encompasses zoning districts that allow multi-family housing generally near transit options and in areas with lower rates of car ownership and utilization. The proposed ZQA zoning text amendment would include different rules within and outside the defined Transit Zone, as follows:

- ***Inside the Transit Zone:***
  - *Affordable housing:* Eliminate parking requirements for new low-income or Inclusionary Housing units;
  - *Affordable senior housing:* Eliminate parking requirements for new affordable senior housing units, and allow existing affordable senior housing developments to reduce or eliminate their parking; and
  - *Reductions allowed on a case-by-case basis:* Through discretionary review, allow new buildings to reduce required parking to enable mixed-income development or existing affordable buildings with underutilized parking to reduce or eliminate requirements.
- ***Outside the Transit Zone:***
  - *Affordable housing:* Simplify existing reduced parking requirements, applying most-common existing parking category to all new developments, except in single-family districts; and
  - *Affordable senior housing:* Reduce parking requirements for new low-income senior housing in medium- and high-density districts. Allow existing affordable senior housing to reduce parking by BSA Special Permit.

This component of the proposed ZQA zoning text amendment would primarily be applicable to multi-family R3-2 through R10 residence districts, as well as their residential equivalents in commercial and manufacturing districts, as applicable. These changes would also be reflected in certain Special Districts and special areas that include these zoning districts. In addition, this component of the proposed ZQA zoning text amendment, as it affects the development of affordable senior housing and care facilities in single- and two-family zoning districts, would be applicable to R1 through R5 zoning districts. As such, the proposed ZQA zoning text amendment would apply to these zoning districts within the primary study area.

Public Policy

HOUSING NEW YORK

In response to the housing affordability crisis, Mayor De Blasio has made the creation and preservation of affordable housing a priority. The Housing New York plan, released in May 2014, is Mayor De Blasio's five-borough, ten-year plan to build and preserve affordable housing throughout New York City.

Because of the technical requirements of dense development, scarcity of sites, cost of land and high costs of materials and labor, producing new multi-family housing is expensive in New York City. This cost structure means that unsubsidized new construction occurs at housing prices that are generally accessible only to more affluent households. As a consequence, new housing cannot be created for lower-income New Yorkers through private investment alone. At the same time, with strong and growing demand for housing, prices for existing housing are frequently increasing, rather than becoming more affordable to lower-income households.

Long-term population and employment projections show continued growth in the segments of the population and labor market that are driving current trends in housing demand, including continued increase in the number of households and workers at both higher and lower incomes. People from every corner of the nation and globe continue to pour into the City, seeking opportunities for themselves and their families. As a result, the city grew to 8.4 million people by 2013 and the population is expected to continue to rise, surpassing nine million residents by 2040. This population growth is a reflection of the City's success in attracting and retaining people from all over the world, but it also brings with it a growing need for housing.

The current dynamics of the housing market, in which the supply of housing is expanding only for households at higher income levels, will not support the needs of future growth. The long-term consequence of these trends is that the City's neighborhoods are likely to become less economically diverse, and the workforce needed to power the City's economy will be increasingly unable to find adequate housing. Expanding the availability of housing for households at a range of income levels, in neighborhoods around the City, is crucial to ensuring that populations can move to and within the City to prosper from its opportunities and meet the labor force needs of employers at a range of locations.

Although increased housing production is an important component of a comprehensive solution for the City's affordability crisis, production alone is unlikely to increase the availability of housing affordable at all income levels. Given the many constraints on housing production, even an aggressive effort to increase overall capacity is unlikely to make a sufficient supply of housing available at a range of income levels and, in any event, would not encourage economic diversity at a neighborhood level. Therefore, the City is proposing a requirement for affordable housing in new developments where land use actions promote housing development, to ensure that new housing created within these neighborhoods serves households at a range of incomes including levels below those that would be served by the market alone. Requirements for units to remain permanently affordable will ensure that these affordable units remain a resource for the community into the future, even as neighborhood economic conditions may change.

This key initiative of Housing New York is the Mandatory Inclusionary Housing (MIH) program, which would require a share of new housing to be affordable in areas that are rezoned to support new housing production. As currently proposed, and described in more detail below, under the MIH program, affordable housing will be required, not

optional, when developers build in a newly rezoned area, whether rezoned as part of a City neighborhood plan or a private rezoning application.

Mandatory Inclusionary Housing (MIH) Program

DCP is proposing a citywide zoning text amendment to authorize a Mandatory Inclusionary Housing (MIH) program. The purpose of the proposed MIH program is to promote neighborhood economic diversity in locations where land use actions create substantial new housing opportunities. The text amendment will have no effect until mapped through subsequent discretionary actions of the CPC. These actions include zoning map and zoning text amendments, each of which will be subject to a public review process and separate environmental review. As with zoning actions generally, MIH Areas may be mapped through DCP-initiated actions or as part of private applications. Below is a description of the affordability requirements as currently proposed by the MIH citywide text amendment. For a full description of the MIH proposal, see ULURP application N 160051 ZRY.

Affordability Requirements

The program would require permanently affordable housing set-asides for all developments over ten units or 12,500 zoning square feet within MIH-designated areas, or as an additional option for developments between ten and 25 units (or 12,500 to 25,000 zoning square feet), a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the Board of Standards and Appeals (BSA) for a special permit to reduce or modify the requirements. Developments, enlargements, or conversions that do not exceed either ten units or 12,500 zoning square feet of residential floor area will be exempt from the requirements of the program.

The proposed MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set-aside. When MIH is applied, the applicant, CPC, and City Council will choose one or more of the two primary options based on a consideration of area housing conditions, needs, and income levels within and near the area covered by the proposed action.

The proposed options are as follows:

- *Option One:* 25 percent of the residential floor area shall be provided as housing affordable to households at an average of 60 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130 percent of AMI. Qualifying households would be limited to no more than three income bands, and at least 15 percent of the residential floor area must be provided to households with income at or below 40 percent of AMI.
- *Option Two:* 30 percent of the residential floor area shall be provided as housing affordable to households at an average of 80 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130 percent of AMI. Qualifying households would be limited to no more than three income bands, and at least ten percent of the residential floor area must be provided to households with income at or below 40 percent of AMI.

In addition, in areas where market conditions are anticipated to support new construction, but not the feasibility of reaching low-income levels without the use of subsidy, and where the creation of moderate-income housing would contribute to neighborhood economic diversity, the applicant, CPC, and City Council may choose to apply an additional option in addition to Options 1 and 2.

- *Workforce Option/Option Three:* This option will require that a 30 percent set-aside of the residential floor area shall be provided as housing affordable to households at an average of 120 percent AMI, with no single qualifying household with income exceeding 130 percent of AMI, and with no public funding as defined in ZR Section 23-90, except where HPD determines that public funding is necessary to support other affordable housing within the development beyond the applicable set-aside. This option would not apply in Manhattan Core, which encompasses Community Districts 1 through 8. Option 3 is appropriate in

"emerging" or "mid-market" areas where the skew of higher and lower rents contemplated in Options 1 and 2 is not supported by local market conditions.

Location

- *Same building:* In all instances, MIH affordable units may be located in the same building as market-rate units incurring the affordability obligation under the MIH program. The affordable units must be distributed on at least 50 percent of the building's floors. HPD may waive these distribution requirements for MIH sites containing affordable senior housing because the programmatic requirements of such facilities may be supported by the clustering of units, or for affordable floor area created in an MIH site through enlargement because the distribution of affordable units may be impracticable due to existing building configurations and occupancy. As in the Voluntary Inclusionary Housing (VIH) program, HPD may also waive the distribution requirements for any new construction affordable housing that cannot comply with the requirements of Federal, State, or local programs because of the distribution requirements.
- *Same zoning lot:* Affordable units may be located in a separate building on the same zoning lot that contains a market-rate building incurring the affordability obligation under the MIH program, provided that the buildings are independent from the street grade to the sky. Affordable and market-rate buildings that do not share a common entrance must have their primary entrances on a common street frontage, and many only front on a different street if HPD determines that an alternative configuration does not stigmatize occupants of the affordable housing.
- *Separate zoning lot:* As with the City's previous VIH programs, affordable units may also be located on a separate zoning lot within the same Community District or within ½-mile of the market-rate development incurring the affordability obligation under the MIH program. (Notably, market-rate developments where MIH units are provided on a separate zoning lot would not be eligible for the 421-a tax abatement.)

The Future with the Proposed Actions (With-Action Condition)

As described in detail in Chapter 1, "Project Description," the Proposed Actions include zoning map and text amendments affecting approximately 190 blocks in the East New York, Cypress Hills, and Ocean Hill neighborhoods, as well as amendments to the Dinsmore-Chestnut URP. Furthermore, as noted above under "The Future without the Proposed Actions," DCP is proposing a series of zoning text amendments known as Zoning for Quality and Affordability (ZQA). These text amendments are expected to be in public review concurrent with the Proposed Actions and, when adopted, will affect the proposed zoning districts. For environmental review purposes, these additional actions are assumed to be implemented in the No-Action condition.

This section describes the land use and zoning conditions that would result from the Proposed Actions by 2030 and evaluates the potential for the Proposed Actions to result in significant adverse impacts related to land use and zoning and their consistency with the applicable public policies described earlier in this chapter.

Land Use

PRIMARY STUDY AREA

The Proposed Actions would result in changes to some land uses in the primary study area from the No-Action condition. As described in Chapter 1, "Project Description," the proposed zoning actions are being proposed to facilitate the implementation of the East New York Community Plan, and seeks to create opportunities for new residential development with significant amounts of permanently affordable housing, encourage mixed-use development on key corridors, enhance and revitalize major thoroughfares, and protect the neighborhood character of residential corridors.

Table 2-5 provides a summary of the RWCDS for the 80 projected development sites compared to the No-Action condition. As indicated in the table, the total development expected to occur on the projected development sites under the With-Action condition would consist of approximately 8,825,138 sf of floor area, including 6,901,057 sf of residential floor area (6,862 DU), 1,210,389 sf of commercial uses, 98,851 sf of industrial uses, and 614,842 sf of

community facility uses, as well as 2,442 accessory parking spaces. The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be 6,334,833 sf of residential floor area (6,312 DU), 557,290 sf of commercial uses, 457,870 sf of community facility uses, and 1,138 accessory parking spaces, as well as a net reduction of 27,035 sf of industrial uses. The difference between the total built square footage in the No-Action and With-Action conditions would be approximately 7,322,958 sf.

TABLE 2-5
2030 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential			
Market-Rate Residential	550 DU	3,415 DU	+ 2,865 DU
Affordable Residential	0 DU	3,447 DU	+ 3,447 DU
Total Residential	*566,224 sf (550 DU)*	*6,901,057 sf (6,862 DU)*	*+ 6,334,833 sf (6,312 DU)*
Commercial			
Local Retail	239,316 sf	893,952 sf	+ 654,636 sf
FRESH Supermarket	30,000 sf	60,000 sf	+ 30,000 sf
Restaurant	5,650 sf	64,550 sf	+ 58,900 sf
Auto-Related	128,365 sf	0 sf	- 128,365 sf
Hotel	97,551 sf	0 sf	- 97,551 sf
Office	75,992 sf	191,887 sf	+ 115,895 sf
Warehouse	73,170 sf	0 sf	-73,170 sf
Garage	3,055 sf	0 sf	- 3,055 sf
Total Commercial	*653,099 sf*	*1,210,389 sf*	*+ 557,290 sf*
Other Uses			
Industrial	125,886 sf	98,851 sf	- 27,035 sf
Community Facility	156,972 sf[1]	614,842 sf[2]	+ 457,870 sf
Total Floor Area	***1,502,180 sf***	***8,825,138 sf***	***+ 7,322,958 sf***
Parking			
Parking Spaces	1,304	2,442	+ 1,138

Notes:
[1] Includes 69,720 sf of house of worship uses, 49,138 sf of medical office uses, 28,302 sf of day care center uses, and 9,812 sf of community center uses.
[2] Includes 77,593 sf of house of worship uses, 141,119 sf of medical office uses, 163,000 sf of school uses, and 233,130 sf of community center uses.

SECONDARY STUDY AREA

The Proposed Actions are not expected to affect land use patterns in the secondary study area, which is predominantly residential and more built-out. The consistency of the Proposed Actions on secondary study area land uses is discussed in the "Assessment" section, below.

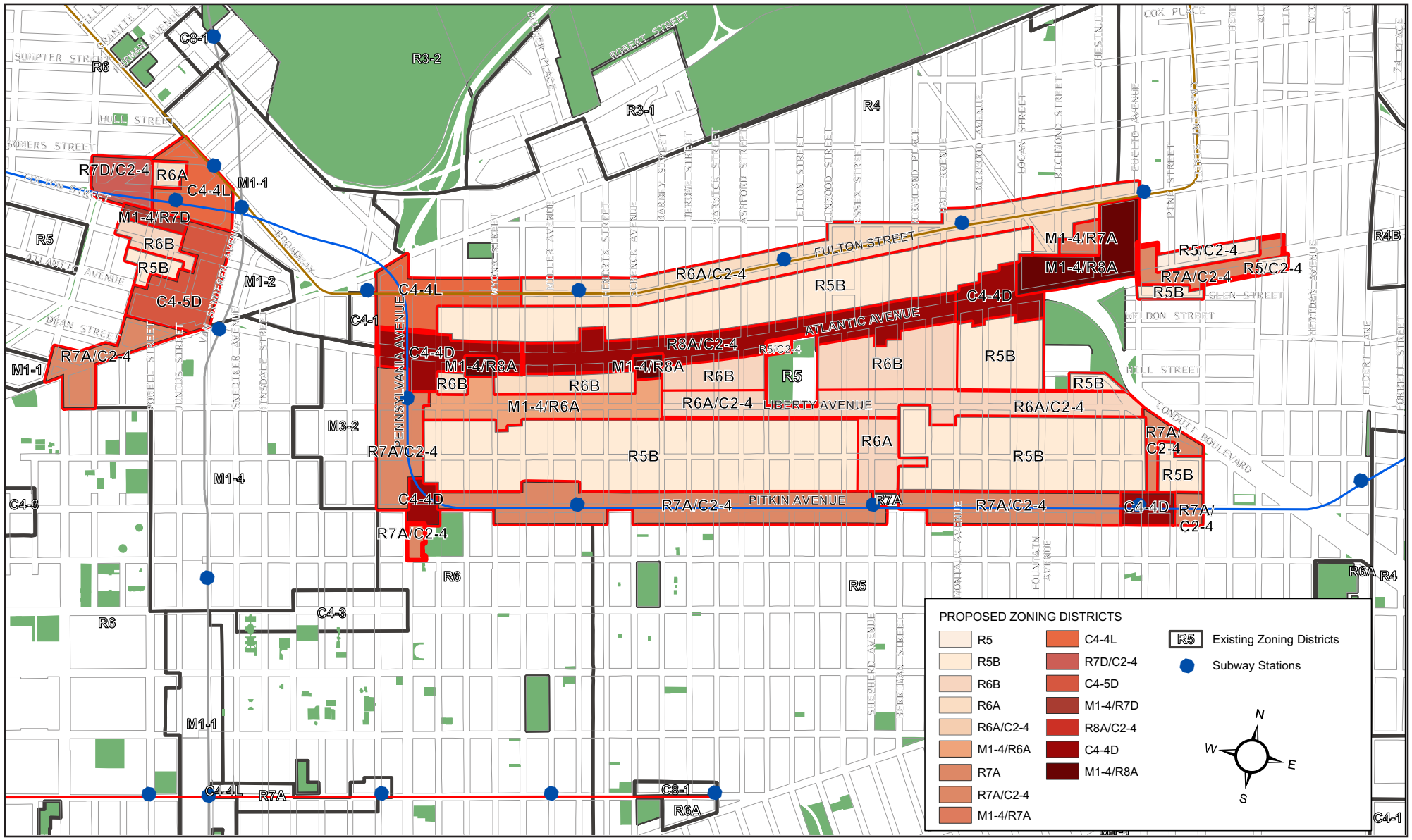
Zoning

PRIMARY STUDY AREA

The primary study area is generally coterminous with the proposed rezoning area. Zoning changes under the Proposed Actions are presented in Figure 2-9 and described below in detail.

Proposed Zoning Map Changes

The proposed rezoning would replace all or portions of existing M1-1, M1-2, M1-4, C8-1, C8-2, R5, and R6 districts with R5, R5B, R6A, R6B, R7A, R7D, R8A, M1-4/R6A, M1-4/R7A, M1-4/R7D, M1-4/R8A, C4-4D, C4-4L, and C4-5D districts. The proposed rezoning would also replace or eliminate portions of existing C1-2, C1-3, C2-2, and C2-3



Source: NYC Department of City Planning

overlays mapped within the existing R6 and R5 districts with C2-4 overlays and establish new C2-4 overlays along select corridors. Table 2-6 summarizes the proposed zoning districts, which are described in more detail below.

Proposed R5

Three R5 districts are proposed for six partial blocks along Atlantic Avenue between Euclid and Lincoln Avenues that are currently zoned C8-1 and between Cleveland and Linwood Streets (currently zoned C8-2). R5 district permit all housing types at a maximum FAR of 1.25. A minimum lot width of 40 feet is required for detached houses and a minimum lot width of 18 feet is required for other housing types. A minimum lot area of 3,800 square feet is required for detached houses, and a minimum lot area of 1,700 square feet is required for other housing types. The perimeter wall of all housing types may rise to 30 feet before sloping or being set back to a maximum building height of 40 feet. Front yards must be exactly ten feet deep or a minimum of 18 feet. One parking space is required for each dwelling unit, or 85 percent if grouped.

Proposed R5B

The R5B zoning districts would be mapped in the core residential blocks (currently zoned R5, C8-1, C8-2, M1-1, and M1-2) between Fulton Street and Atlantic Avenue, between Atlantic and Liberty Avenues, between Liberty and Pitkin Avenues, and between Herkimer Street and Atlantic Avenue between Sherlock Place and Havens Place as follows (also refer to Figure 2-9):

- Between Fulton Street and Atlantic Avenue: 22 partial blocks between New Jersey Avenue and Milford Street (currently zoned C8-2, R5, R5/C2-3, and M1-1).
- Between Atlantic and Liberty Avenues: three partial blocks between Montauk and Fountain Avenues; two partial blocks between Crystal and Wells Streets; and one partial block between Euclid and Crescent Streets (currently zoned M1-1, C8-1, and R5).
- Between Liberty and Pitkin Avenues: 34 partial blocks between Pennsylvania and Shepherd Avenues (currently zoned R5); 18 partial blocks between Berriman Street and Euclid Avenue (currently zoned M1-1 and R5); and three partial blocks between Euclid Avenue and Crescent Street (currently zoned R5).
- Between Sherlock Place and Havens Place: three partial blocks between Herkimer Street and Atlantic Avenue that are currently zoned M1-2.

An R5B contextual district permits detached and semi-detached residential buildings, but is primarily a three-story rowhouse district. As presented in Table 2-6, the maximum FAR in R5B districts is 1.35, with a maximum street wall height of 30 feet, above which the building is set back to maximum height of 33 feet. The front yard must be at least five feet deep and must be at least as deep as one adjacent front yard and no deeper than the other, with a maximum depth not to exceed 20 feet. Attached rowhouses in R5B districts do not require side yards, but there must be at least eight feet between the end buildings in a row and buildings on adjacent zoning lots. Curb cuts are prohibited on zoning lot frontages less than 40 feet. On-site parking spaces must be provided for 66 percent of the DU and can be waived when only one space is required; front yard parking is prohibited.

TABLE 2-6
Proposed Primary Study Area Zoning Districts

Name	Definition/General Use	Maximum FAR under MIH Program
Residential Districts		
R5	R5 districts allow a variety of housing at a higher density than permitted in R3-2 and R4 districts and typically produce three- and four-story attached houses and small apartment houses. R5 districts provide a transition between lower- and higher-density neighborhoods.	R: 1.25[1]; C: 0.0; CF: 2.0; M: 0.0
R5B	R5B contextual districts permit detached and semi-detached buildings and are primarily a three-story rowhouse district. The setback, front yard, and curb cut regulations are intended to maintain the character of the neighborhood.	R: 1.35; C: 0.0; CF: 2.0; M: 0.0
R6B	R6B contextual districts are traditional rowhouse districts, which preserve the scale and harmonious streetscape of neighborhoods of four-story attached buildings developed during the 19th Century.	R: 2.2; C: 0.0; CF: 2.0; M: 0.0
R6A	R6A is a contextual district where the Quality Housing bulk regulations are mandatory, producing high lot coverage six- or seven-story apartment buildings set at or near the street line. R6A districts are designed to be compatible with older buildings found in medium-density neighborhoods.	R: 3.6; C: 0.0; CF: 3.0; M: 0.0
R7A	R7A contextual district must follow Quality Housing bulk regulations, producing high lot coverage seven- and eight-story apartment buildings, blending with existing buildings in established neighborhoods.	R: 4.6; C: 0.0; CF: 4.0; M: 0.0
R7D	R7D districts promote new contextual development along transit corridors. Quality Housing bulk regulations, mandatory in R7D districts, produce ten-story buildings set at or near the street line.	R: 5.6; C: 0.0; CF: 4.2; M: 0.0
R8A	R8A is a contextual district where the Quality Housing bulk regulations, which are mandatory, typically result in high lot coverage ten- to 12-story apartment buildings set at or near the street line. Limitations on the base height and maximum building height of new buildings ensure compatibility with existing buildings on the street.	R: 7.2; C: 0.0; CF: 6.5; M: 0.0
Commercial Districts		
C2-4 (overlay)	C2 commercial overlays are mapped within residential districts along streets that serve local retail needs. In mixed-use buildings, commercial uses are limited to one or two floors and must always be located below the residential uses. C2 districts permit a slightly wider range of uses than C1 districts.	R & CF: Same as underlying R district; C: 1.0 within R1-R5 districts & 2.0 within R6-R10 districts; M: 0.0
C4-4D	C4-4D districts are contextual districts mapped in regional commercial centers that are located outside of the central business districts. Use Groups 5, 6, 8, 9, 10, and 12, which include most retail establishments are permitted in C4 districts. Uses that would interrupt the desired continuous retail frontage (such as Use Group 7) are not allowed.	R: 7.2; C: 3.4; CF: 6.5; M: 0.0
C4-4L	C4-4L districts are contextual, regional commercial districts created specifically for commercial corridors with elevated trains. C4-4L districts permit commercial and community facility uses, as well as residential development at an R7A equivalent.	R: 4.6; C: 4.0; CF: 4.0; M: 0.0
C4-5D	C4-5 districts are contextual districts mapped in regional commercial centers that are located outside of the central business districts. C4-5D districts have an R7D residential district equivalent.	R: 5.6; C: 4.2; CF: 4.2; M: 0.0
Mixed-Use Districts		
M1-4/ R6A	Mixed-use (MX) districts permit new residential and non-residential uses (commercial, community facility, and light industrial) to be developed as-of-right side-by-side or within the same building. Permitted Use Groups in the proposed MX districts are Use Groups 1 through 15 and 17. Residential uses are subject to the bulk regulations of the governing residence districts; commercial, industrial, and community facility uses are subject to the M1 bulk controls, except that community facilities are subject to residential FAR limits.	R: 3.6; C: 2.0; CF: 3.0; M: 2.0
M1-4/ R7A		R: 4.6; C: 2.0; CF: 4.0; M: 2.0
M1-4/ R7D		R: 5.6; C: 2.0; CF: 4.2; M: 2.0
M1-4/ R8A		R: 7.2; C: 2.0; CF: 6.5; M: 2.0

Notes:
R=Residential; C=Commercial; CF=Community Facility; M=Manufacturing
[1] On blocks entirely within either an R5 district, optional Infill regulations may be used to develop higher density residential buildings in predominantly built-up areas. The maximum residential FAR may be increase to 1.65 in R5 districts where Infill regulations apply.

Proposed R6B

An R6B contextual district is proposed in two areas as follows:

- Along Herkimer Street between Sherlock Place and Havens Place, which is currently zoned M1-2.
- Between Atlantic and Liberty Avenues between New Jersey Avenue and Vermont Street (one partial block currently zoned C8-2); between Wyona Street and Schenck Avenue (five partial blocks currently zoned C8-2); between Barbey and Cleveland Streets (four partial blocks currently zoned R5 and M1-1); and between Linwood Street and Montauk Avenue (five partial blocks currently zoned R5 and M1-1).

R6B is a typical rowhouse district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B permits residential and community facility uses to a maximum FAR of 2.0; under the MIH program (described in the "Proposed Zoning Text Amendments" section, below), up to 2.2 FAR of residential floor area would be permitted in the R6B districts proposed for the rezoning area. Building base heights must be between 30 and 40 feet, with a 50 foot maximum building height after a setback (ten feet on a wide street or 15 feet on a narrow street). New development in the proposed R6B district would be required to line up with adjacent structures to maintain the continuous street wall character. New multifamily residences must provide one off-street parking space for 50 percent of dwelling units, which may be waived if five or fewer spaces are required. With ZQA, the maximum base height would be increased to 45 feet and the overall building height would be increased to 55 feet.

Proposed R6A

R6A zoning districts are proposed on 76 full or partial blocks currently zoned R5, C8-2, and M1-1, as follows:

- Along Fulton Street between Bradford Street and Euclid Avenue (currently zoned R5).
- Along Liberty Avenue between Barbey Street and North Conduit Avenues (currently zoned R5 and M1-1);
- Between Liberty and Pitkin Avenues between Essex and Ashford Streets (currently zoned R5 and M1-1); and
- Along Sackman Street between Somers and Truxton Streets (currently zoned M1-1).

As indicated in Table 2-6, the proposed R6A districts would allow residential and community facility uses up to 3.0 FAR; under the MIH program, up to 3.6 FAR of residential floor area would be permitted in the R6A districts proposed for the rezoning area. Buildings in R6A districts require street walls between 40 and 60 feet, a setback above the maximum base height of 60 feet, and a maximum building height of 70 feet. Off-street parking is required for 50 percent of the DU, but this requirement is waived if five or fewer spaces are required. With ZQA, the standard maximum base height and overall building height would be increased to 65 feet and 75 feet, respectively. For developments utilizing the Inclusionary Housing Program, the overall building height would be increased to 85 feet to accommodate the additional floor area permitted under the program.

Proposed R7A

R7A zoning districts are proposed on 65 full or partial blocks currently zoned R5, M1-1, M1-4, C8-1, and C8-2 in five separate areas, as follows:

- Between Sheffield Avenue and midblock between Pennsylvania and New Jersey Avenues between Belmont and Atlantic Avenues (currently zoned M1-1, C8-2, and R5);
- Along Pitkin Avenue between New Jersey Avenue to the west and Doscher Street to the east; and along Pitkin Avenue between Pine and Crescent Streets (currently zoned R5);
- Between Liberty and Pitkin Avenues along Euclid Avenue (currently zoned R5);
- Along Atlantic Avenue between Euclid and Lincoln Avenues (currently zoned C8-1 and C8-2); and
- Along East New York Avenue between Mother Gaston Boulevard and Pacific Street (currently zoned M1-1 and M1-4).

R7A is a contextual district that allows for the development of medium-density housing and community facilities. R7A districts allow for residential and community facility development up to 4.0 FAR; under the MIH program, up to 4.6 FAR of residential floor area would be permitted in the R7A districts proposed for the rezoning area. Buildings in R7A districts require a street wall of 40 to 65 feet, a setback above the maximum base height, and a maximum building height of 80 feet (refer to Table 2-6). Off-street parking is required for 50 percent of the DU in R7A districts, with reduced requirements for affordable housing. With ZQA, the standard maximum base height would remain unchanged and the overall building height would be increased to 85 feet. For developments utilizing the Inclusionary Housing Program, the maximum base height and the overall building height would be increased to 75 feet and 105 feet, respectively, to accommodate the additional floor area permitted under the program.

Proposed R7D

R7D contextual zoning districts are proposed on two blocks currently zoned M1-1 along Eastern Parkway Extension between Mother Gaston Boulevard and Sackman Street. R7D zoning districts allow medium-density apartment buildings at a maximum FAR of 4.2 for community facility uses; under the MIH program, up to 5.6 FAR of residential floor area would be permitted in the R7D districts proposed for the rezoning area. New structures in R7D districts are required to meet the Quality Housing bulk regulations and line up with adjacent structures to maintain the street wall. Above a base height of 60 to 85 feet, buildings in R7D districts must set back to a depth of ten feet on a wide street or 15 feet on a narrow street before rising to a maximum height of 100 feet (refer to Table 2-6). Off-street parking is required for 50 percent of the DU in R7D districts. With ZQA, the standard maximum base height would remain unchanged and the overall building height would be increased to 105 feet. For developments utilizing the Inclusionary Housing Program, the maximum base height and the overall building height would be increased to 95 feet and 125 feet, respectively, to accommodate the additional floor area permitted under the program.

Proposed R8A

R8A contextual zoning districts are proposed on 29 partial blocks along Atlantic Avenue between Bradford Street and Montauk Avenue that are currently zoned R5, C8-2, and M1-1. R8A districts permit residential and community facility uses at a maximum FAR of 6.02 and 6.5, respectively; under the MIH program, up to 7.2 FAR of residential floor area would be permitted in the R8A districts proposed for the rezoning area. The building form in R8A districts requires a base height between 60 and 85 feet and a maximum building height of 120 feet. Off-street parking is required at a rate of one per DU for 40 percent of residential units and one space per 1,000 sf of commercial and health care facility use. With ZQA, the standard maximum base height would remain unchanged and the overall building height would be increased to 125 feet. For developments utilizing the Inclusionary Housing Program, the maximum base height and the overall building height would be increased to 95 feet and 145 feet, respectively, to accommodate the additional floor area permitted under the program.

Proposed C4-4L

C4-4L districts are proposed on 12 partial blocks along a section of Fulton Street between Sheffield Avenue and Bradford Street and in Ocean Hill along Broadway between Eastern Parkway and Van Sinderen Avenue that are currently zoned R5, C8-2, and M1-1. The proposed C4-4L is an existing zoning district created specifically for commercial corridors with elevated trains, similar to Fulton Street. C4-4L districts are contextual, regional commercial districts that permit residential development at an R7A equivalent , as well as commercial and community facility uses up to 4.0 FAR; under the MIH program, up to 4.6 FAR of residential floor area would be permitted in the C4-4L districts proposed for the rezoning area.

The proposed C4-4L district would allow two distinct building types, depending on the location of the site in relation to elevated train tracks. For lots not fronting on the elevated train, the proposed C4-4L district applies the height and setback regulations of a C4-4A district, requiring a street wall between 40 and 65 feet in height and allowing a maximum building height of 80 feet. For lots fronting on the elevated train and within 125 feet of the streetline adjacent to the elevated train, buildings in C4-4L districts are required to set back five feet from the streetline adjacent to the elevated train at the ground floor, with a base height of 30 to 65 feet, a minimum setback of at least 15 feet, and a maximum height of 100 feet, or ten stories (refer to Table 2-6). Certain corner lots

and through lots, depending on size and configuration, would also be subject to more generous lot coverage maximums and some through lots would be permitted to waive the required rear yard equivalent. With ZQA, the standard maximum base height would be decreased from 30 feet to 25 feet and the overall building height would be increased to 105 feet. For developments utilizing the Inclusionary Housing Program, the maximum base height would remain unchanged and the overall building height would be increased to 115 feet to accommodate the additional floor area permitted under the program.

Proposed C4-5D

A C4-5D district (an R7D residence district equivalent) is proposed for all or parts of five blocks generally bounded by Fulton Street, Van Sinderen Avenue, Sackman Street, and Pacific Street. These blocks are currently zoned M1-2. As presented in Table 2-6, C4-5D permits residential, commercial, and community facility buildings at a maximum FAR of 4.2; under the MIH program, up to 5.6 FAR of residential floor area would be permitted in the C4-5D districts proposed for the rezoning area. The building form requires a base height between 60 and 85 feet and a maximum building height of 100 feet. Active ground floor uses are required, and 50 percent of the building frontage on the ground floor between a height of two and 12 feet above curb level is required to be glazed with transparent materials that will enhance the pedestrian experience. The off-street parking requirement is one space per 1,000 square feet of commercial use and one off-street parking space for 50 percent of the dwelling units. With ZQA, the height modifications of R7D would be applied to C4-5D districts.

Proposed C4-4D

C4-4D districts (an R8A residence district equivalent) are proposed on 20 partial blocks along two sections of Atlantic Avenue (between Sheffield Avenue and Bradford Street and between Montauk and Fountain Avenues) and two sections of either end of Pitkin Avenue (between Pennsylvania and New Jersey Avenues and between Doscher and Pine Streets) that are currently zoned R5, M1-1, and C8-2. C4-4D is an R8-equivalent district that permits residential development up to 6.02, commercial uses up to 3.4 FAR, and community facilities up to 6.5 FAR; under the MIH program, up to 7.2 FAR of residential floor area would be permitted in the C4-4D districts proposed for the rezoning area. Buildings in C4-4D districts require a base height between 60 and 85 feet and a maximum building height of 120 feet. The off-street parking requirement in C4-4D districts is one space per 1,000 sf of commercial and health care facility uses; off-street parking is required for 40 percent of the DU in C4-4D districts. With ZQA, the height modifications of R8A would be applied to C4-4D districts.

Proposed Commercial Overlays

The proposed rezoning would replace or eliminate portions of existing C1-2, C1-3, C2-2, and C2-3 commercial overlays with C2-4 overlays and establish new C2-4 overlays in the proposed R5, R6A, R7A, R7D, and R8A districts, as detailed below:

- Proposed R5: Five partial blocks along Atlantic Avenue between Pine Street and Lincoln Avenue that are currently zoned C8-1 and between Cleveland and Linwood Streets that are currently zoned C8-2.
- Proposed R6A: 40 full or partial blocks on Fulton Street between Bradford and Euclid Avenues that are currently zoned R5/C2-3; and 35 full/partial blocks on Liberty Avenue between Barbey Street and Conduit Avenue that are currently zoned R5 and M1-1.
- Proposed R7A: four partial blocks on Atlantic Avenue between Euclid and Lincoln Avenues that are currently zoned C8-1 and C8-2; four partial blocks along Liberty Avenue between Berriman and Montauk Streets that are currently zoned R5 and M1-1; seven partial blocks on Pennsylvania Avenue between Liberty and Belmont Avenues that are currently zoned R5 and C8-2; 49 partial blocks along Pitkin Avenue between New Jersey Avenue and Crescent Street that are currently zoned R5 and R6; and three full/partial blocks along East New York Avenue between Pacific and Bergen Streets and Liberty Avenue.
- Proposed R7D: One partial block between Eastern Parkway and Mother Gaston Boulevard that is currently zoned M1-1.
- Proposed R8A: 30 full or partial blocks on Atlantic Avenue between Bradford and Montauk Avenues that are currently zoned R5/C2-3, C8-2, M1-1, and R5.

As indicated in Table 2-6, C2-4 commercial overlays allow for local retail uses and commercial development (Use Groups 5 through 9 and 14) up to 2.0 FAR. The proposed commercial overlays would be mapped to a depth of 100 feet to reflect the typical depth of existing lots along these corridors and to prevent commercial uses form encroaching on residential side streets. Existing commercial overlays mapped at a depth of 150 feet on Fulton Street and Pitkin and Liberty Avenues would be removed.

Proposed M1-4/R6A

An M1-4/R6A mixed-use district is proposed for 18 partial blocks along Liberty Avenue between New Jersey Avenue and Barbey Street that are currently zoned M1-1, C8-2, and R5. M1-4/R6A districts permit residential and community facility uses in Use Groups 1 through 4 and commercial and manufacturing uses in Use Groups 5 through 15 and 17 at a maximum FAR of 3.0 for residential, 6.5 for community facility, and 2.0 for commercial and manufacturing uses; under the MIH program, up to 3.6 FAR of residential floor area would be permitted in the M1-4/R6A districts proposed for the rezoning area. Buildings with residential uses in M1-4/R6A districts require a base height of 40 to 60 feet, a setback above the base height (ten feet on wide streets and 15 feet on narrow streets), and a maximum building height of 70 feet. With ZQA, the height modifications of R6A would be applied to M1-4/R6A districts.

Proposed M1-4/R7A

An M1-4/R7A mixed-use district is proposed for a partial block between Chestnut and Richmond Streets south of Fulton Street that is currently zoned M1-1. M1-4/R7A districts permit residential and community facility uses in Use Groups 1 through 4 and commercial and manufacturing uses in Use Groups 5 through 15 and 17 at a maximum FAR of 4.0 for residential, 6.5 for community facility, and 2.0 for commercial and manufacturing uses; under the MIH program, up to 4.6 FAR of residential floor area would be permitted in the M1-4/R7A districts proposed for the rezoning area. Buildings with residential uses in M1-4/R7A districts require a base height of 40 to 65 feet, a setback above the base height (ten feet on wide streets and 15 feet on narrow streets), and a maximum building height of 80 feet. With ZQA, the height modifications of R7A would be applied to M1-4/R7A districts.

Proposed M1-4/R7D

An M1-4/R7D mixed-use district is proposed for two partial blocks along Fulton Street between Eastern Parkway Extension and Havens Place that are currently zoned M1-2. M1-4/R7D district permit residential and community facility uses in Use Groups 1 through 4 and commercial and manufacturing uses in Use Groups 5 through 15 and 17 at a maximum FAR of 5.0 for residential, 6.5 for community facility, and 2.0 for commercial and manufacturing uses; under the MIH program, up to 5.6 FAR of residential floor area would be permitted in the M1-4/R7D districts proposed for the rezoning area. Buildings with residential uses in M1-4/R7D districts require a base height of 60 to 85 feet, a setback above the base height (teen feet on wide streets and 15 feet on narrow streets), and a maximum buildings height of 100 feet. With ZQA, the height modifications of R7D would be applied to M1-4/R7D districts.

Proposed M1-4/R8A

M1-4/R8A mixed-use districts are proposed for two full or partial blocks along Atlantic Avenue between Logan and Euclid Avenues and two partial blocks along Atlantic Avenue between Barbey and Schneck Streets and between Vermont and Wyona Streets that are currently zoned M1-1 and C8-2. M1-4/R8A districts allow residential and community facility uses is Use Groups 1 through 4 and commercial and manufacturing uses in Use Groups 5 through 15 and 17 at a maximum FAR of 6.02 for residential, 6.5 for community facility, and 2.0 for commercial and manufacturing uses; under the MIH program, up to 7.2 FAR of residential floor area would be permitted in the M1-4/R8A districts proposed for the rezoning area. Buildings with residential uses in M1-4/R8A districts require a base height of 60 to 85 feet and a maximum building height of 120 feet. With ZQA, the height modifications of R8A would be applied to M1-4/R8A districts.

Proposed Zoning Text Amendments

The Proposed Actions include amendments to the text of the Zoning Resolution of the City of New York to establish and apply a new MIH program to portions of the proposed rezoning area where zoning changes are

promoting new housing. Additionally, the Proposed Actions include amendments to the Zoning Resolution to establish a Special Enhanced Commercial (EC) Districts and a Special Mixed Use District within the primary study area. Additionally, DCP is proposing a citywide zoning text amendment to authorize a Mandatory Inclusionary Housing (MIH) Program. These actions are described in greater detail below.

Mandatory Inclusionary Housing (MIH) Program

As described above, DCP is proposing a citywide zoning text amendment to authorize a Mandatory Inclusionary Housing (MIH) program. The East New York Rezoning will be the first mapping of an MIH area and is the subject of a separate but concurrent land use review and environmental review process to the citywide MIH zoning text amendment. Since affordable housing guarantees are key component of the East New York Community Plan, the East New York rezoning includes a related action for a zoning text amendment to create an MIH program applicable only to East New York. This will provide a guarantee of an MIH program in East New York in the event that the citywide MIH zoning text is either not approved or is approved after the East New York rezoning is implemented. The East New York MIH zoning text mirrors the citywide MIH zoning text. Any changes to the Mandatory Inclusionary Housing text amendment would be expected to be made applicable to the East New York Rezoning, and duly reflected in this environmental review. For a full description of the MIH proposal, see ULURP application N 160051 ZRY.

Specifically, DCP is proposing a zoning text amendment to apply a mandatory Inclusionary Housing Program (MIH) to portions of the rezoning area, including where zoning changes are promoting new housing. The MIH would apply within the following districts: M1-4/R6A, M1-4/R7A, M1-4/R7D, M1-4/R8A, R6B, R6A, R7A, R7D, R8A, C4-4D, C4-4L, and C4-5D districts within the rezoning area (see Figure 2-10). This program would require permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped “Mandatory Inclusionary Housing Areas” (MIHAs).

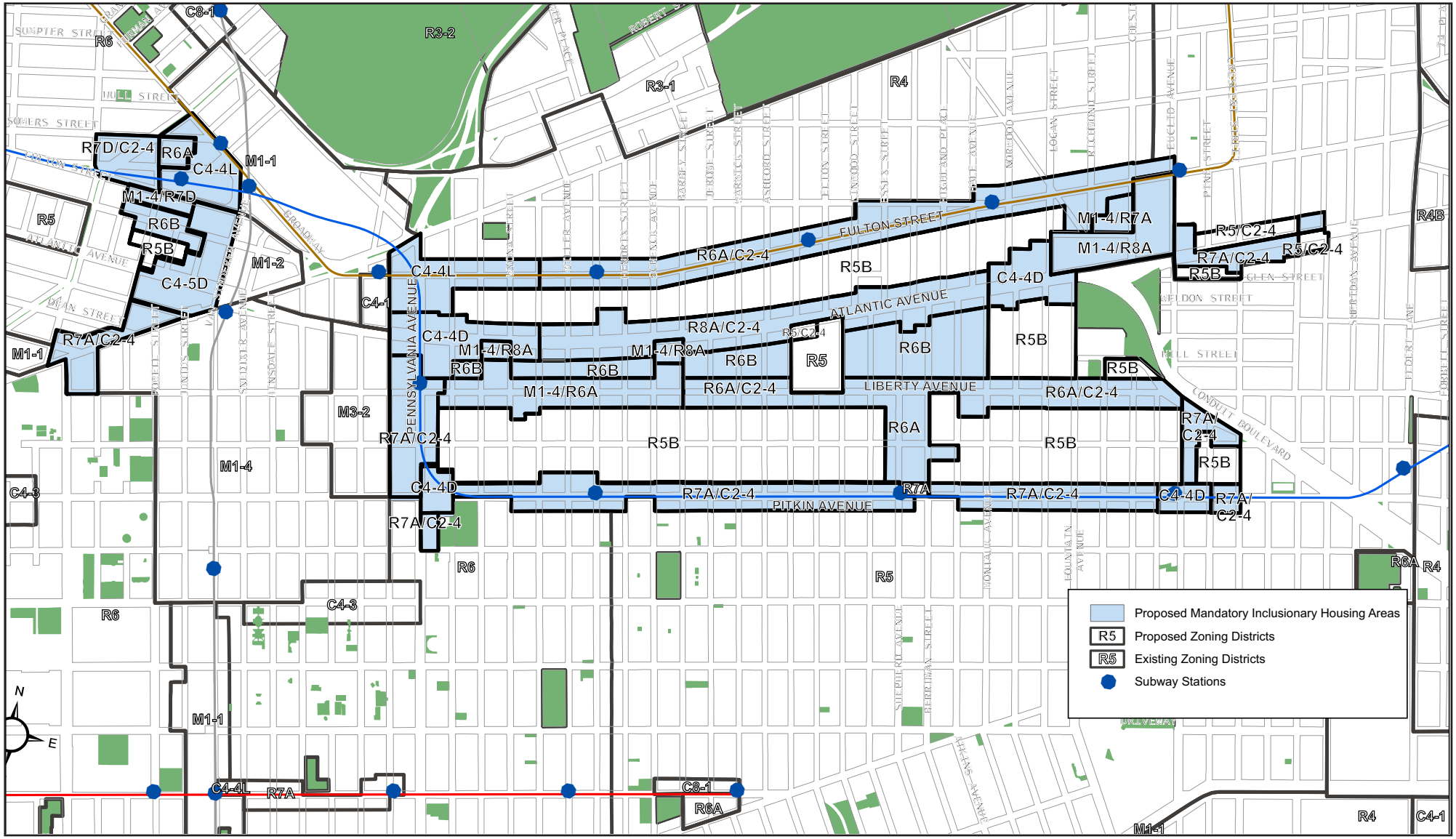
The program would require permanently affordable housing set-asides for all developments over ten units (or 12,500 zoning square feet) within the MIH-designated areas illustrated in Figure 2-10 or, as an additional option for developments between ten and 25 units (or 12,500 to 25,000 zoning square feet), a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the Board of Standards and Appeals (BSA) for a special permit to reduce or modify the requirements. Developments, enlargements, or conversions that do not exceed either ten units or 12,500 square feet of residential floor area will be exempt from the requirements of the program.

As discussed above, the proposed MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set-aside. For the East New York Rezoning, the designated MIH Areas will follow the requirements of option one, described below:

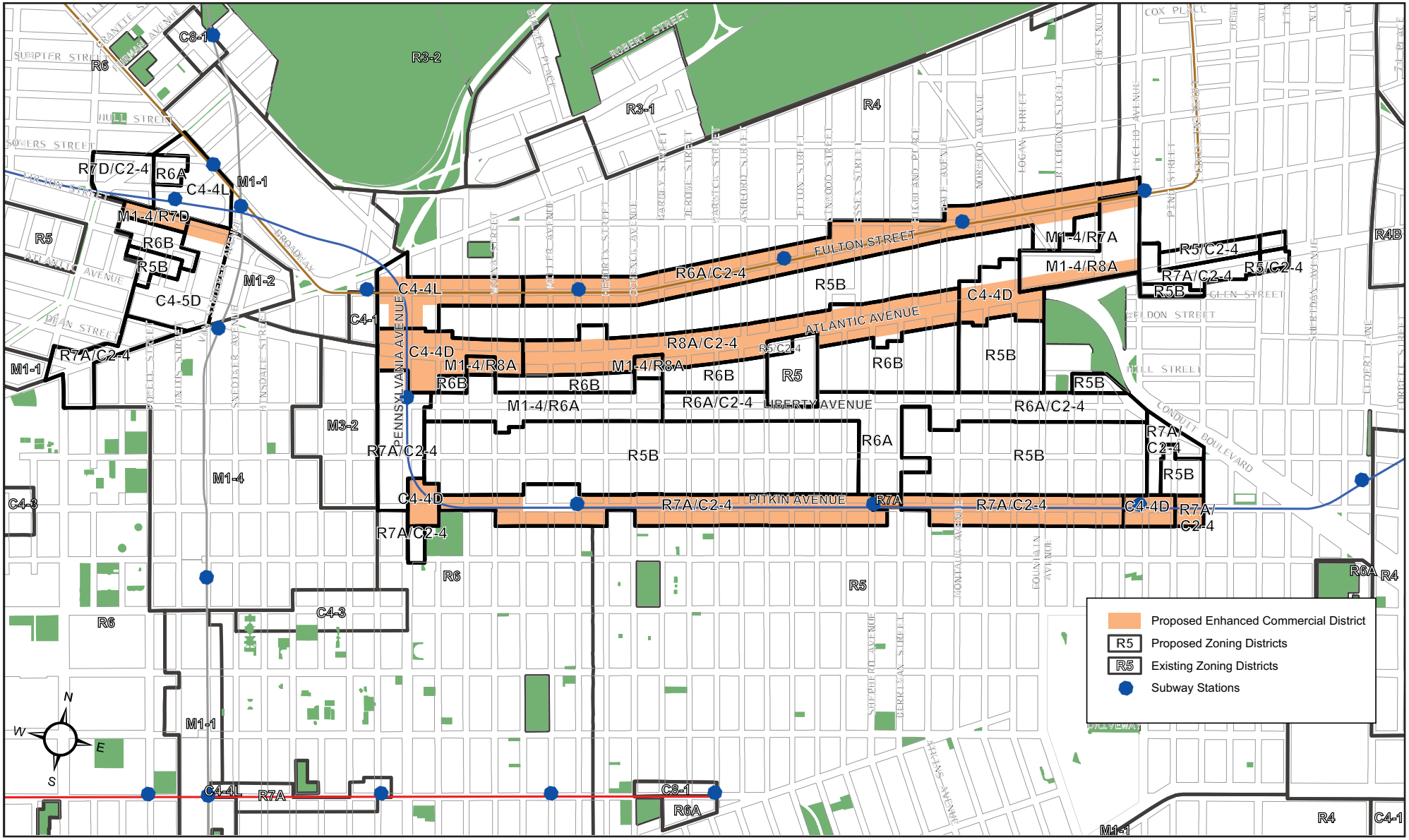
- *Option One:* 25 percent of the residential floor area shall be provided as housing affordable to households at an average of 60 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130 percent of AMI. Qualifying households would be limited to no more than three income bands, and at least 15 percent of the residential floor area must be provided to households with income at or below 40 percent of AMI.

Special Enhanced Commercial Districts

DCP is proposing a zoning text amendment to establish Special Enhanced Commercial (EC) Districts in portions of the primary study area along Atlantic Avenue, Pitkin Avenue, Pennsylvania Avenue, and Fulton Street (see Figure 2-11). The Special EC Districts would foster a safe and engaging pedestrian experience along these corridors by establishing regulations governing ground floor use and transparency on the ground floor and limiting curb cuts, among other regulations. The proposed regulations would apply to new development and enlargements at the streetline, but would not apply to schools, churches, or lots less than 20 feet wide.



Source: NYC Department of City Planning



Source: NYC Department of City Planning

The proposed ground floor use regulations would require that all ground floor uses fronting on these corridors or within 30 feet be non-residential, such as retail establishments, offices and community facilities. Off-street parking would also not be permitted within 30 feet of the designated commercial corridor, and residential lobbies would be limited to a maximum width of 25 feet. New developments and enlargements would also be required to provide glazing or other transparent treatment at the ground floor façade facing the designated commercial corridor. A minimum of 50 percent of the area between two and 12 feet above curb level would be required to be transparent, with no blank walls to exceed more than ten feet. New curb cuts would not be permitted along the designated commercial corridor, except for lots that do not have access to another street and are at least 60 feet wide to prevent pedestrian-vehicle conflicts and strengthen the continuity of active uses along Broadway. Lastly, the Special EC District would require a mandatory five-foot sidewalk widening for certain new developments and enlargements along Fulton Street to mitigate noise, traffic and other impacts from the elevated subway structures.

The proposed EC District regulations would ensure that new developments would have active ground floor uses and ample windows to enhance the pedestrian experience and foster the creation of a lively streetscape with plenty of community facility, retail, and service establishments.

Special Mixed Use District

The Special Mixed Use District (MX) is a special zoning district that is mapped in over a dozen areas throughout the City. It combines a light industrial (M1) district with a residential district and permits a mix of selected light industrial, commercial, residential, and community facility uses under the applicable regulations. The MX district permits mixed-use buildings, and includes an expanded definition of "home occupations," permitting a broader variety of live-work accommodations than is allowed in regular zoning districts. The proposed MX districts is intended to retain existing light industrial businesses while encouraging the redevelopment of vacant and underutilized land and lofts with residential uses. The proposed MX district locations and regulations are described in more detail above under "Proposed Zoning."

SECONDARY STUDY AREA

The Proposed Actions would not alter zoning designations within the approximate ¼-mile secondary study area surrounding the primary study area. The consistency of the Proposed Actions on zoning in the secondary study area is discussed in the "Assessment" section, below.

Public Policy

As noted above, the Dinsmore-Chestnut URA (established in 2001) is located within the primary study area and is generally bounded by Logan Street to the west, Dinsmore Place to the north, Chestnut Street to the east, and Atlantic Avenue to the south (refer to Figure 2-4). The Proposed Actions include an amendment to the Dinsmore-Chestnut URP to conform land use restrictions to the M1-4/R8A zoning proposed for the URA and to refresh the URP's general provisions to facilitate residential, commercial, manufacturing, or community facility development. Additionally, disposition approval of the URA would allow development pursuant to, and in accordance with, the amended URP.

No other changes to the applicable primary or secondary study area public policies are proposed as part of the Proposed Actions. The consistency of the Proposed Actions on the applicable primary and secondary study area public policies are discussed in the "Assessment" section, below.

Assessment

LAND USE AND ZONING

Primary Study Area

According to the criteria set forth in Section 410 in Chapter 4 of the *CEQR Technical Manual*, the Proposed Actions would not result in significant adverse impacts on land use or zoning. The Proposed Actions would introduce zoning changes that would be in keeping with the City's land use, zoning, and public policy objectives for the area.

The proposed zoning map and zoning text amendments would set the stage for the further growth and development of East New York, encouraging a vibrant mix of residential, commercial, community facility, and light industrial uses and taking advantage of the area's status as a neighborhood with excellent transit accessibility. While the Proposed Actions would alter land use patterns from what is expected in the future without the Proposed Actions, the land use change that would occur as a result of the Proposed Actions would be compatible in terms of use and scale with existing conditions and trends in the study area as a whole. The Proposed Actions would reinforce East New York's role as a transit hub and expand the opportunities for residential, commercial, and community facility development. This development would enliven the area and produce economic growth.

The existing zoning in the primary study area restricts new development to a relatively low-density, lower than the historic density of the neighborhood. In addition, current zoning designations prohibit, or discourage, a mix of uses and encourage auto-oriented commercial uses along major corridors. In most parts of the primary study area, the zoning has not changed since the adoption of the Zoning Resolution of the City of New York in 1961, and therefore does not necessarily reflect current uses or needs of the community.

Focused Density Increases along Primary Corridors

The proposed zoning changes would strengthen the residential neighborhoods of the primary study area. Changing the zoning to allow for both mixed-use residential and/or commercial development at higher densities along primary corridors and medium density development along key corridors served by transit is intended to significantly expand the supply of housing and affordable housing. Current zoning regulations limit new development to low densities, despite the excellent transit access found throughout the area, limiting the production of housing, including affordable housing. Current zoning also prohibits the construction of new housing in certain areas of East New York, most notably along Atlantic Avenue.

Atlantic Avenue presents the greatest opportunity for the development of affordable housing. The width of the street, access to transit, and presence of a number of significant sites with potential for redevelopment provide this corridor with the capacity to support significant growth. However, the existing zoning districts found along most of this corridor do not permit new housing construction. The R8A/C2-4 zoning proposed along most of Atlantic Avenue would facilitate the development of new housing (including a significant amount of affordable housing) and mixed-use development along this corridor and would help to support a greater diversity of retail. Land uses along this corridor, which currently include mixed residential/commercial buildings and several significant institutional uses, including schools and religious institutions, in addition to commercial, light industrial, transportation/utility, and parking uses, would become increasingly mixed residential/commercial in use, with new residential buildings with ground floor retail filling vacant and underutilized land.

New residential and local retail development along Pitkin Avenue and Fulton Street would also be supported by the existing transit lines serving these corridors, and would complement the existing residential and mixed residential/commercial uses that are predominant under existing conditions. Changing the low-density zoning to medium-density would allow more affordable housing to be built along these corridors.

Contextual Zoning Districts in the Residential Core

The Proposed Actions would also preserve the character of existing low-density neighborhoods along East New York's residential core side streets, through contextual zoning. The existing zoning regulations in much of the area require front yards, restrict total building height to 40 feet, and require parking to be provided on-site, thus restricting the overall size of the potential building and the total number of residential units that can be built and encouraging development that is out-of-character with historic styles. New residential development anticipated on vacant and underutilized land along these side streets under the RWCDS would be required to complement the existing built residential character under the proposed R5B, R6B, and R6A contextual zoning districts. The strict height and street wall regulations imposed by the proposed contextual zoning districts would preclude the possibility of future development that is out of scale with the current neighborhood context.

Encourage Continuous Ground-Floor Non-Residential Uses

On many historic retail corridors in the primary study area, housing on the ground floor disrupts retail continuity. As noted above under "Existing Conditions," this is particularly true along Pitkin Avenue, where many storefronts have been converted to residential use after experiencing declining commercial demand. The conversion of ground floor retail space to residential uses has created a disjointed retail corridor. Under the Proposed Actions, these corridors would be revitalized with mixed-use developments with ground-floor retail. The proposed commercial overlays along these corridors would facilitate active streetscapes and encourage new local-scale retail development, which, in turn, would support and be compatible with the anticipated residential development in the area.

Under existing conditions, the mapped C1 and C2 commercial overlays, which are typically mapped over R5 residential districts, are subject to limitations on building height and density regulations, thereby limiting the ability to provide housing with ground floor retail. In addition, on Liberty and Pennsylvania Avenues the existing mapped commercial overlays are discontinuous, disrupting retail continuity. Under the Proposed Actions, continuous ground floor retail uses would be permitted along both of these corridors. Design and use controls included as part of the Special EC District would foster a safe and engaging pedestrian environment, promote good urban design, and increase the area's aesthetic appeal.

The proposed commercial overlays along Atlantic Avenue would replace the existing C8 districts found along much of this corridor, which currently encourages low-scale development set back from the street by parking lots, and thereby lead to underutilization and diminished quality of life under existing conditions. The existing zoning has typically resulted in a mix of low-scale semi-industrial buildings, auto-related uses (e.g., gas stations, car washes, and auto repair shops), self-storage facilities, and fast food restaurants along this corridor. As noted above, C2-4 commercial overlays allow for a wide variety of local retail uses and commercial development (Use Groups 5 through 9 and 14) up to 2.0 FAR. A diverse mix of uses facilitated by the C2-4 commercial overlays, such as supermarkets and local retail, along these corridors would enable area residents to access retail and services within the neighborhood.

Manufacturing Uses and Mixed-Use Districts

The Proposed Actions would also expand development opportunities for several blocks currently zoned only for light manufacturing uses. The proposed mixed-use districts would allow better accommodation of a variety of uses throughout these areas, including retail, offices, and other commercial anchors, residential uses, and certain semi- and light-industrial uses. Manufacturing areas would be maintained in areas with substantial amounts of industrial uses, including portions of the Ocean Hill subarea along Fulton Street; portions of the East New York subarea along Liberty and Atlantic Avenues; and portions of the Cypress Hills subarea along Atlantic Avenue and Dinsmore Place (encompassing the Dinsmore-Chestnut URA), thereby maintaining the existing industrial uses in these areas as conforming land uses, while also permitting industrial businesses to expand in these areas.

While some existing manufacturing districts would be rezoned to residential districts, particularly in the Ocean Hill subarea, many of these areas are characterized by long-standing residential blocks. As noted under "Existing Conditions," above, while industrial uses are more prevalent in this subarea than in the remainder of the primary study area, residential uses comprises the majority of the Ocean Hill subarea's lots (52.9 percent). Changing the zoning to a residential district would recognize these current uses, allow new housing, and require that new buildings be consistent in form with the existing built environment. This will prevent out-of-context development and also strengthen the integration of this portion of Ocean Hill with the rest of the neighborhood.

In addition, while the Proposed Actions would result in new residential development in the vicinity of industrial and auto-related uses, these areas are already characterized by a mix of residential and industrial uses, or by residential blocks in close proximity to industrial areas. The proposed mixed-use districts would provide land use guidelines, zoning controls, and the necessary environmental safeguards for industrial uses in these districts.

East New York Community Plan

As noted above, Housing New York called for fifteen neighborhood studies to be undertaken in communities that offer opportunities for new affordable housing across the five boroughs. East New York was selected as the first such neighborhood based on the previous DCP work in the area, including the community-identified opportunities of the SCENY report to develop housing, including significant amounts of affordable housing, new commercial, services, jobs, and open space in an area with excellent transit access.

Following the release of Housing New York, DCP held numerous workshops in the fall and winter of 2014 in partnership with other public agencies to identify current and future needs of the neighborhood built on the vision outlined in the SCENY report. This engagement process solicited community goals and objectives, which included: (1) new affordable housing, including housing accessible to families at income levels currently living in the community; (2) protect low-income tenants in rent-regulated apartments; (3) safer and more active streets and an improved streetscape; (4) more job opportunities and retail options; (5) better and more accessible parks and playgrounds; and (6) new community centers offering recreation and youth programs.

Based on these community-identified goals, DCP, together with other public agencies, developed the East New York Community Plan to achieve these goals through new zoning and other land use actions, expanded programs, and capital investments. DCP and other City agencies are continuing this public engagement process throughout 2015 to further refine and develop components of the plan to better meet the needs of the community and the City at large, and to capitalize on the Proposed Actions, when adopted. During this process, additional recommendations that do not relate directly to land use and zoning will be defined. In addition, the Proposed Actions, as described below, may be refined or modified as outreach and discussion continues.

Conclusion

Overall, the Proposed Actions would encourage land uses that support the revitalization of East New York, a neighborhood with excellent transit accessibility, encouraging mixed-use higher density development along key corridors, while providing for appropriately scaled residential development along the neighboring low-rise residential side streets. Density would be increased in areas that have the capacity to support it and density increases would be consistent with public policy, as described below. For these reasons, the Proposed Actions are considered to be compatible and consistent with existing land use and zoning, and the Proposed Actions would have no significant adverse impact on land use and zoning in the primary study area.

Secondary Study Area

In addition, the proposed zoning districts would be compatible with those in the surrounding secondary study area and, therefore, would not affect the relationship between the primary and secondary study areas. Land uses that are expected to be introduced as a result of the Proposed Actions are compatible with those in surrounding neighborhoods. While the Proposed Actions would result in new residential development in close proximity to industrial and auto-related uses in the secondary study area, these areas are already characterized by residential blocks in close proximity to industrial areas, and the Proposed Actions would not result in a significant adverse impact on land use. In addition, the Proposed Actions would facilitate the development of industrial uses in appropriate locations adjacent to the secondary study area's IBZ subarea. This secondary study area industrial area would continue to accommodate industrial uses, which would interface with a similar mix of uses as currently present along its borders. Therefore, it is not expected that the Proposed Actions would result in any significant adverse impacts on land use and zoning in the secondary study area.

PUBLIC POLICY

Housing New York

The Proposed Actions are a direct result of the goals and principles outlined in Housing New York and support this public policy. As noted above, Housing New York's five guiding policies and principles are fostering diverse, livable neighborhoods; preserving the affordability and quality of the existing housing stock; building new affordable

housing for all New Yorkers; promoting homeless, senior, supportive, and accessible housing; and refining City financing tools and expanding funding source for affordable housing.

The Proposed Actions build off of extensive community outreach that identified areas for new development and opportunities for preservation. Any future residential development within the primary study area would be subject to the Mandatory IHP Option 1, as described above, a key policy to meet the Housing New York goal of fostering diverse, livable neighborhoods. An estimated 3,447 net affordable units would be developed within the primary study area under the RWCDS.

Consistent with Housing New York's goal to build new affordable housing for all New Yorkers, the proposed amendments to the Dinsmore-Chestnut URP and disposition approval would facilitate the mixed-use development of a vacant City-owned site with affordable housing.

Sustainable Communities East New York

The Proposed Actions would support the SCENY report by facilitating the incremental development of 3,447 affordable housing units, activating the streetscape through the establishment of a Special EC District along select corridors and the mapping of commercial overlays, improving the streetscape through tree planting required for new construction pursuant to the Zoning Resolution of the City of New York, introducing a net 557,290 sf of commercial uses, including local retail, restaurant, FRESH supermarket, and office uses that are expected to and a net 457,870 sf of community facility uses under the RWCDS, which are expected to generate approximately 3,710 new jobs. As such, the Proposed Actions would be consistent with the SCENY report and would not result in a significant adverse impact on this public policy.

The East New York Community Plan

The Proposed Actions represent a key element of the strategies outlined in the East New York Community Plan, allowing for new affordable and mixed-income housing and community facilities, encouraging new commercial development, and providing requirements for street-level activity on commercial corridors. The proposed rezoning would allow medium-density mixed-use development along key corridors and appropriate infill housing in existing residential areas, as outlined in the plan. As such, the Proposed Actions would be consistent with, and supportive of, this public policy.

Dinsmore-Chestnut Urban Renewal Plan

The Dinsmore-Chestnut URP was established in 2001 to facilitate the enlargement of a then-existing food processing plant and to create new freezer/refrigeration facilities and expanded food production kitchens, storage, and office facilities onto the adjacent lot at Block 4142, Lot 32, which was owned by the SCA at the time. The Dinsmore-Chestnut URA is comprised of Lot 32 (Site A). The food production facility is no longer in operation, and the SCA property was never acquired by a private developer for the planned manufacturing use.

Under the Proposed Actions, the Dinsmore-Chestnut URA would be rezoned from an existing M1-1 to the proposed M1-4/R8A zoning district. While the manufacturing use currently designated for the Dinsmore-Chestnut URA would continue to be allowed as-of-right in the future with the Proposed Actions, HPD is proposing an amendment to the URP to conform the URP's land use restrictions to the M1-4/R8A zoning proposed for the URA to allow residential, community facility, commercial, light manufacturing, and other uses permitted under the proposed rezoning. The proposed amendment would update the URP's general provisions. Additionally, disposition approval of the URA would allow development pursuant to and in accordance with the amended URP.

Under the RWCDS, it is anticipated that a 1,030,914 sf development would be constructed on the Dinsmore-Chestnut URA site (projected development site 66), including 457,075 sf of development on the City-owned Block 4142, Lot 32. Development on the City-owned site is expected to comprise approximately 306 residential units (including 153 affordable DUs), a 1,000-seat PS/IS school, and 17,600 sf of local retail uses. In total, With-Action development on projected development site 66 (the Dinsmore-Chestnut URA site) would represent a net increment of 949,739 sf of development over the No-Action condition.

East New York I Urban Renewal Plan

As noted above, portions of the East New York I URA are located within the primary study area. The East New York I URP was established in an effort to remove blight, rehabilitate the housing stock, and provide more community facilities for the East New York community. This URP's enactment in 1986 has since helped stabilize and revitalize East New York by enabling the production of ownership and rental housing affordable to low- and moderate-income households. The Plan has been amended three times to facilitate residential and community facility development projects.

The Proposed Actions would be consistent with the goals of the East New York I URP to revitalize the East New York neighborhood through the development of residential and community facility uses. Under the RWCDS, a net increment of 6,312 DU (including 3,447 affordable DU) and 457,870 sf of community facility uses are anticipated in the primary study area. While several of the urban renewal sites would be rezoned under the Proposed Actions, the URP's designated uses for these sites would not be rendered nonconforming by the proposed zoning districts. The existing URP's use restrictions and supplemental controls would remain in the future with the Proposed Actions, and would be adhered to for all future development on these sites.

Vision Zero

As noted above, the City's Vision Zero initiative seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle. The *Vision Zero Brooklyn Pedestrian Safety Action Plan* (released on February 19, 2015) identified several Priority Corridors and Priority Intersections within the primary and secondary study areas, where targeted strategies should be implemented to meet the Vision Zero goal to eliminate all deaths from traffic crashes.

As discussed in Chapter 13, "Transportation," seven intersections within the traffic and pedestrian study area were identified as "high accident locations," as defined by the *CEQR Technical Manual*. Of the seven high accident locations, four intersections with five or more pedestrian/bicyclist-related accidents in one 12-month period are anticipated to see substantial increases in pedestrian traffic and/or turning vehicles conflicting with pedestrians as a result of the Proposed Actions. In addition, the one intersection with 48 or more crashes in a 12-month period—Pennsylvania Avenue/Jackie Robinson Parkway/Bushwick Avenue—is anticipated to see an increase in the numbers of turning vehicles. The DOT's planned capital improvements to intersections along Atlantic Avenue are expected to include measures to improve pedestrian safety, such as the installation of high visibility crosswalks, new school crossing pavement markings and new sidewalk extensions, and the implementation of new turn prohibitions. Additional improvements that could be employed to increase pedestrian/bicyclist safety at high accident locations could include installation of pedestrian countdown signals, advance stop bars, "LOOK!" pavement markings on crosswalks, and supplemental advance-warning signage (i.e., "Turning Vehicles Yield to Pedestrians"). As the Proposed Actions are not expected to significantly worsen pedestrian and vehicular safety conditions, the Proposed Actions would be consistent with this public policy.

East New York Empire Zone

As noted in the "Existing Conditions" section, above, portions of the primary and secondary study area are part of the East New York Empire Zone, which aims to create jobs and stimulate private business investment in impoverished areas of New York State through tax benefits and incentives to qualifying businesses. The Proposed Actions are expected to facilitate a significant amount of new development, introducing an estimated 3,987 new jobs over the No-Action condition. As such, the Proposed Actions would be consistent with this public policy.

New York City Food Retail Expansion to Support Health Program

The primary and secondary study areas are located within a FRESH-designated area. The Proposed Actions would establish several commercial zones and commercial overlays (refer to "Zoning" section, above) within which FRESH supermarkets could be developed as-of-right. Under the RWCDS, it is anticipated that a 10,000-sf FRESH supermarket would be developed on projected development site 14, a 20,000-sf FRESH supermarket would be developed on projected development site 46, and a 30,000-sf FRESH supermarket would be developed on

projected development site 67, representing, in total, a net additional 30,000 sf of FRESH supermarket uses over the No-Action condition. As such, the Proposed Actions would not alter or conflict with the objectives of the FRESH program, and no significant adverse impacts would result.

Greenpoint-Greenway Strategic Zone

The primary and secondary study areas are located within the Greenpoint-Greenway Strategic Zone, which aims to promote the installation of solar panels for electricity and hot water. The Proposed Actions would not alter or conflict with this policy. Future development facilitated by the Proposed Actions could make use of the program benefits by adopting solar power, thereby reducing carbon emissions and pollution and reducing Consolidated Edison energy demands.

MillionTreesNYC

As noted above under "Existing Conditions," portions of the primary study area are within the East New York TPH priority neighborhood. As required by the Zoning Resolution of the City of New York, and in the interest of creating an attractive and active streetscape, one street tree would be provided for every 25 feet of newly developed street frontage within the primary study area, as per ZR Sections 33-03 and 26-41. Therefore, new street trees are expected to be provided as part of development resulting from the Proposed Actions and the Proposed Actions would be consistent with MillionTreesNYC.

OneNYC

The Proposed Actions are consistent with the goals of OneNYC as they will help create and preserve affordable housing and support the development of vibrant neighborhoods. The broader East New York Community Plan will make streets safer, improve local parks, and provide access to job training services, also key goals of OneNYC.

PlaNYC 2030: A Greener, Greater New York

Land Use

The Proposed Actions would be consistent with PlaNYC's land use goals. The Proposed Actions would encourage increased development in an area of Brooklyn served by five subway lines, the LIRR, and multiple bus routes. The proposed rezoning would encourage mixed-use development, including residential, commercial, community facility, and manufacturing uses, thereby promoting walkable destinations for retail and other services. The proposed amendments to the Dinsmore-Chestnut URP would facilitate the development of an underutilized site, and, the proposed rezoning would result in the incremental development of 7,322,958 sf within the primary study area, knitting together the neighborhoods of Ocean Hill, East New York, Cypress Hills/City Line, Highland Park, Broadway Junction, and Brownsville. In addition, the proposed zoning text amendment would extend the Mandatory IHP to the proposed M1-4/R6A, M1-4/R7A, M1-4/R8A, M1-4/R7D, R6B, R6A, R7A, R7D, R8A, C4-4D, C4-4L, and C4-5D districts of the primary study area, and would require affordable housing for future residential development in these districts.

Open Space

As required by the Zoning Resolution of the City of New York, and in the interest of creating an attractive and active streetscape, one street tree would be provided for every 25 feet of newly developed street frontage within the primary study area, as per ZR Sections 33-03 and 26-41. Therefore, new street trees are expected to be provided as part of development resulting from the Proposed Actions, and, therefore, the Proposed Actions would be consistent with PlaNYC's open space goals.

Water Quality

Developments facilitated by the Proposed Actions would have to comply with all applicable regulations regarding the implementation of low-flow, water efficient fixtures, as per the New York City Plumbing Code, Local Law 33 of 2007 and the United Stated Environmental Protection Agency's (EPA's) WaterSense Program. All developments

facilitated by the Proposed Actions would comply with the City's laws and regulations. Therefore, the Proposed Actions are consistent with PlaNYC's water quality goals.

Transportation

The Proposed Actions would support PlaNYC's transportation goals by facilitating transit-oriented development in an area served by five subway lines, the LIRR, and multiple bus routes. Varied retail offerings and a mix of uses are a key part of livable communities, providing destinations within walking distance and reducing the need for vehicle trips outside of the neighborhood. In addition, as described in Chapter 13, "Transportation," the Proposed Actions are not expected to significantly worsen pedestrian and vehicular safety conditions. Therefore, the Proposed Actions would be consistent with PlaNYC's transportation goals.

Air Quality

The Proposed Actions would meet PlaNYC's air quality goals by promoting the use of mass transit through encouraging development in close proximity to existing and planned commuter rail, subway, and bus stops. In addition, as discussed above, one street tree would be provided for every 25 feet of newly developed street frontage within the primary study area, in conformance with ZR Sections 33-03 and 26-41.

Energy

Development facilitate by the Proposed Actions would be required to meet the more stringent green building practices established in the 2010 update to the New York City Building Code as part of the Greener, Greater Buildings Law. The updated Building Code requires energy audits and benchmarking for larger buildings, among other requirements. In addition, as noted above, the primary study area falls into the Greenpoint-Greenway Strategic Zone. Future development facilitated by the Proposed Actions could make use of the program benefits by adopting solar power, thereby reducing carbon emissions and pollution and reducing costs for residential and commercial building owners and tenants.

In addition, new construction and substantial rehabilitation projects receiving funding from HPD are required to comply with its uniform green building policy to ensure that the City's investment in affordable housing goes towards buildings that achieve deeper affordability through lowered utility bills and healthier living environments. The 2011 Enterprise Green Communities Criteria constitute the only comprehensive green building framework designed for affordable housing and provide proven, cost-effective standards for creating healthy and energy-efficient homes.

Natural Resources

The Proposed Actions would facilitate the redevelopment of brownfields. All new development would be required to ensure a maximum stormwater release rate of 0.25 cubic feet per second (cfs) or ten percent of the allowable flow from their respective sites pursuant to the 2012 amendment to Title 15, Chapter 31 of the Rules of the City of New York (RCNY), the existing rules governing house and site connections to the City's sewer system. In addition, as discussed above, one street tree would be provided for every 25 feet of newly developed street frontage within the primary study area, in conformance with ZR Sections 33-03 and 26-41. As such, the Proposed Actions are consistent with PlaNYC's natural resources goals.

Solid Waste

As discussed in further detail in Chapter 11, "Solid Waste and Sanitation Services," the Proposed Actions would not result in any significant adverse impacts to the City' solid waste system. Developments within the primary study area would be subject to mandatory recycling requirements. As such, the Proposed Actions would be consistent with PlaNYC's solid waste management goals.

East New York IBZ

As the East New York BID falls outside of the primary study area, it would not be directly affected by the Proposed Actions, and the Proposed Actions would not alter or conflict with its policies.

East New York II Urban Renewal Plan

The East New York II URA falls outside of the primary study area and would not be directly affected by the Proposed Actions. The Proposed Actions would not alter or conflict with its policies.

Business Improvement Districts

As noted in the "Existing Conditions" section, above, two BIDs are located in the secondary study area. They would not be directly affected by the Proposed Actions, and the Proposed Actions would not alter or conflict with their policies. In addition, the additional density facilitated by the Proposed Actions would create support for new and existing businesses, which would support the creation or expansion of Business Improvement Districts and/or merchants associations to further support retail growth along the major corridors.