RHEINGOLD DEVELOPMENT REZONING

ENVIRONMENTAL ASSESSMENT STATEMENT

CEQR# 09DCP002K

Prepared for:
Forrest Lots, LLC

Prepared by:
Philip Habib & Associates

July 27, 2012

RHEINGOLD DEVELOPEMNT REZONING

ENVIRONMENTAL ASSESSMENT STATEMENT

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ENVIRONMENTAL ASSESSMENT STATEMENT FULL FORM

Please fill out, print and submit to the appropriate agency (see instructions)

PART I: GENERAL INFORMATION

PROJECT NAME Rheingold Development Rezoning

1. *Reference Numbers*

CEQR REFERENCE NUMBER (To Be Assigned by Lead Agency)	BSA REFERENCE NUMBER (If Applicable)
09DCP002K	
ULURP REFERENCE NUMBER (If Applicable))	**OTHER REFERENCE NUMBER(S) (If Applicable) (e.g. Legislative Intro, CAPA, etc)**
110179ZRK, 080322ZMK, 070250MMK	

2a. *Lead Agency Information*			**2b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of City Planning			Forrest Lots, LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Robert Dobruskin			Mitchell Korbey, Herrick, Feinstein LLP		
ADDRESS 22 Reade Street			ADDRESS 2 Park Avenue		
CITY New York	STATE NY	ZIP 10007	CITY New York	STATE NY	ZIP 10016
TELEPHONE 212-720-3423	FAX 212-720-3495		TELEPHONE 212-592-1483	FAX 212-545-3352	
EMAIL ADDRESS rdobrus@planning.nyc.gov			EMAIL ADDRESS mkorbey@herrick.com		

3. *Action Classification and Type*

SEQRA Classification

☑ UNLISTED ☐ TYPE I; SPECIFY CATEGORY *(see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended):*

Action Type *(refer to Chapter 2, "Establishing the Analysis Framework" for guidance)*

☐ LOCALIZED ACTION, SITE SPECIFIC ☑ LOCALIZED ACTION, SMALL AREA ☐ GENERIC ACTION

4. *Project Description:*

The applicant, Forrest Lots, LLC proposes a zoning map and zoning text amendments as well as a change in the city map to facilitate predominantly residential development on five full blocks and a portion of one block in the Bushwick neighborhood of Brooklyn Community District 4. The proposed zoning map would create R6A, R7A, and M1-2 districts, as well as C2-4 overlays. A related zoning text amendment would allow for additional affordable housing while maintaining existing building patterns that are characteristic to the area. Please refer to Attachment A, "Project Description" for details.

4a. *Project Location: Single Site* *(for a project at a single site, complete all the information below)*

ADDRESS	NEIGHBORHOOD NAME	
TAX BLOCK AND LOT	BOROUGH	COMMUNITY DISTRICT
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION IF ANY:		ZONING SECTIONAL MAP NO:

4b. *Project Location: Multiple Sites* *(Provide a description of the size of the project area in both City Blocks and Lots. If the project would apply to the entire city or to areas that are so extensive that a site-specific description is not appropriate or practicable, describe the area of the project, including bounding streets, etc.)*

Five full blocks and a portion of one block in the Bushwick neighborhood of Brooklyn Community District 4, comprising an area generally bound by Flushing Avenue to the north, Evergreen Avenue on the east, Melrose Avenue to the south, and Stanwix, Beaver, Garden Streets to the west. Refer to Attachment A for a list of blocks and lots.

5. *REQUIRED ACTIONS OR APPROVALS* *(check all that apply)*

City Planning Commission: YES ☑ NO ☐

- ☑ CITY MAP AMENDMENT
- ☑ ZONING MAP AMENDMENT
- ☑ ZONING TEXT AMENDMENT
- ☑ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)
- ☐ CONCESSION
- ☐ UDAAP
- ☐ REVOCABLE CONSENT
- ☐ ZONING CERTIFICATION
- ☐ ZONING AUTHORIZATION
- ☐ HOUSING PLAN & PROJECT
- ☐ SITE SELECTION — PUBLIC FACILITY
- ☐ FRANCHISE
- ☐ DISPOSITION — REAL PROPERTY

Board of Standards and Appeals: YES ☐ NO ☑

- ☐ SPECIAL PERMIT

EXPIRATION DATE MONTH DAY YEAR

- ☐ VARIANCE (USE)
- ☐ VARIANCE (BULK)

ZONING SPECIAL PERMIT, SPECIFY TYPE:

- ☐ MODIFICATION OF
- ☐ RENEWAL OF
- ☐ OTHER

SPECIFY AFFECTED SECTION(S) OF THE ZONING RESOLUTION

Department of Environmental Protection: YES ☐ NO ☑

Other City Approvals: YES ☐ NO ☑

- ☐ LEGISLATION
- ☐ FUNDING OF CONSTRUCTION; SPECIFY
- ☐ POLICY OR PLAN; SPECIFY
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL *(not subject to CEQR)*
- ☐ 384(b)(4) APPROVAL
- ☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) *(not subject to CEQR)*
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ FUNDING OF PROGRAMS; SPECIFY
- ☐ PERMITS; SPECIFY:
- ☐ OTHER; EXPLAIN

6. *State or Federal Actions/Approvals/Funding:* YES ☐ NO ☑ IF "YES," IDENTIFY

7. *Site Description:* *Except where otherwise indicated, provide the following information with regard to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory controls.*

GRAPHICS *The following graphics must be attached and each box must be checked off before the EAS is complete.* ***Each map must clearly depict*** *the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11×17 inches in size and must be folded to 8.5 ×11 inches for submission.*

☑ Site location map ☑ Zoning map ☐ Photographs of the project site taken within 6 months of EAS submission and keyed to the site location map

☑ Sanborn or other land use map ☑ Tax map ☑ For large areas or multiple sites, a GIS shape file that defines the project sites

PHYSICAL SETTING *(both developed and undeveloped areas)*

Total directly affected area (sq. ft.):	Type of waterbody and surface area (sq. ft.):	Roads, building and other paved surfaces (sq. ft.)
623,080 sf	N/A	493,927 sf

Other, describe (sq. ft.): 129,513 sf of vacant, grassy area

8. *Physical Dimensions and Scale of Project* *(if the project affects multiple sites, provide the total development below facilitated by the action)*

Size of project to be developed: 1,157,865 zsf (gross sq. ft.)

Does the proposed project involve changes in zoning on one or more sites? YES ☑ NO ☐

If 'Yes,' identify the total square feet owned or controlled by the applicant : 256,231 Total square feet of non-applicant owned development: 366,849

Does the proposed project involve in-ground excavation or subsurface disturbance, including but not limited to foundation work, pilings, utility lines, or grading? YES ☑ NO ☐

If 'Yes,' indicate the estimated area and volume dimensions of subsurface disturbance (if known):

Area: 256,231 sq. ft. (width × length) Volume: TBD cubic feet (width × length × depth)

Does the proposed project increase the population of residents and/or on-site workers? YES ☑ NO ☐ Number of additional residents? 3,174 Number of additional workers? 177

Provide a brief explanation of how these numbers were determined:

Resident population was based on 2010 Census Data for average persons/household for a half-mile radius around the rezoning area (2.95/DU), worker population was based on 3 employees/1,000 sf of retail

Does the project create new open space? YES ☐ NO ☑ If Yes: (sq. ft)

Using Table 14-1, estimate the project's projected operational solid waste generation, if applicable: 55,089 (net) (pounds per week)

Using energy modeling or Table 15-1, estimate the project's projected energy use: 108,089,853,500 (net) (annual BTUs)

9. *Analysis Year* *CEQR Technical Manual Chapter 2*

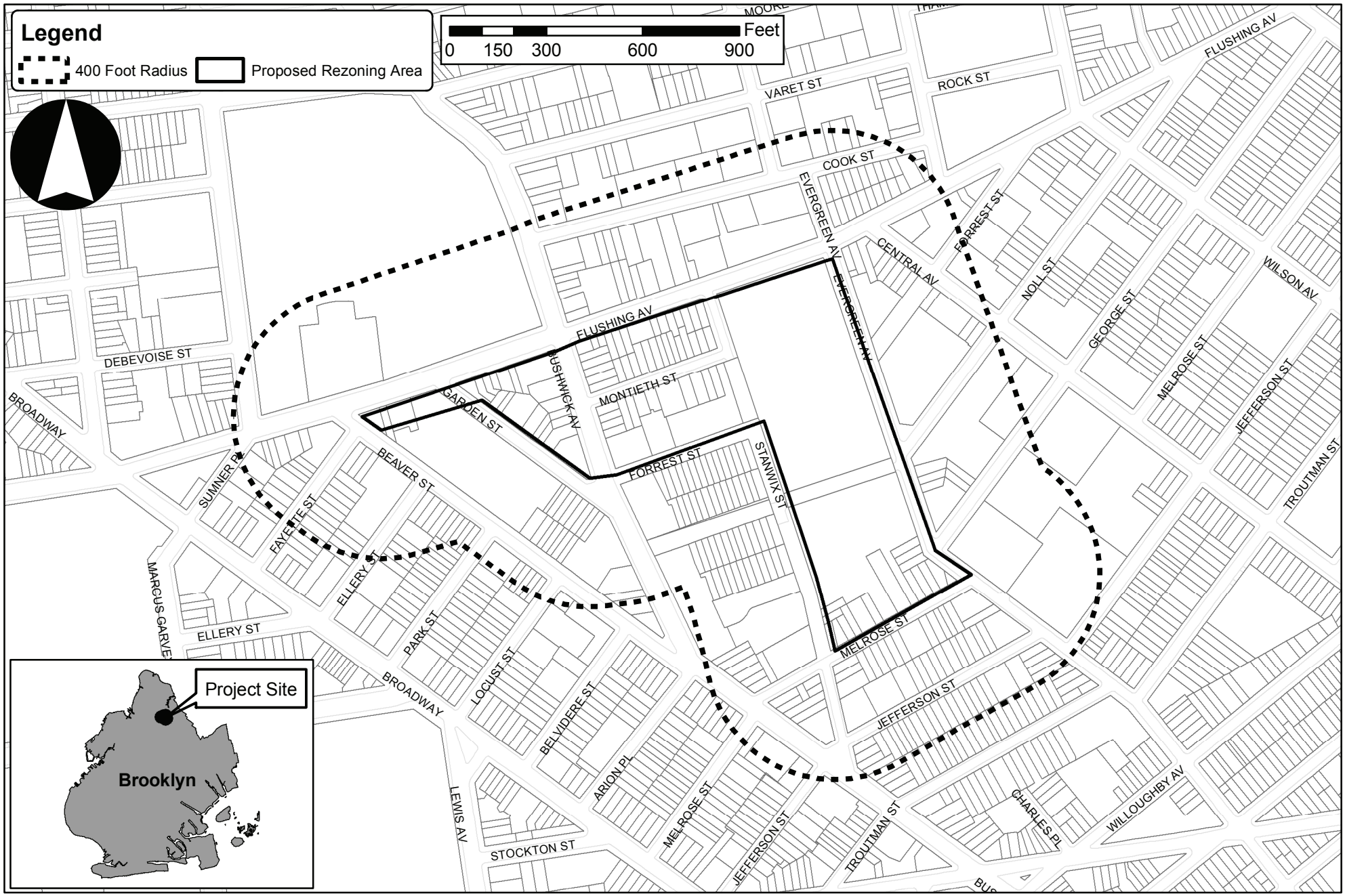
ANTICIPATED BUILD YEAR (DATE THE PROJECT WOULD BE COMPLETED AND OPERATIONAL):	ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS:
2016	48 Months

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES ☐ NO ☑ IF MULTIPLE PHASES, HOW MANY PHASES: TBD

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Project would be constructed over approximately 4 years

10. *What is the Predominant Land Use in Vicinity of Project?* *(Check all that apply)*

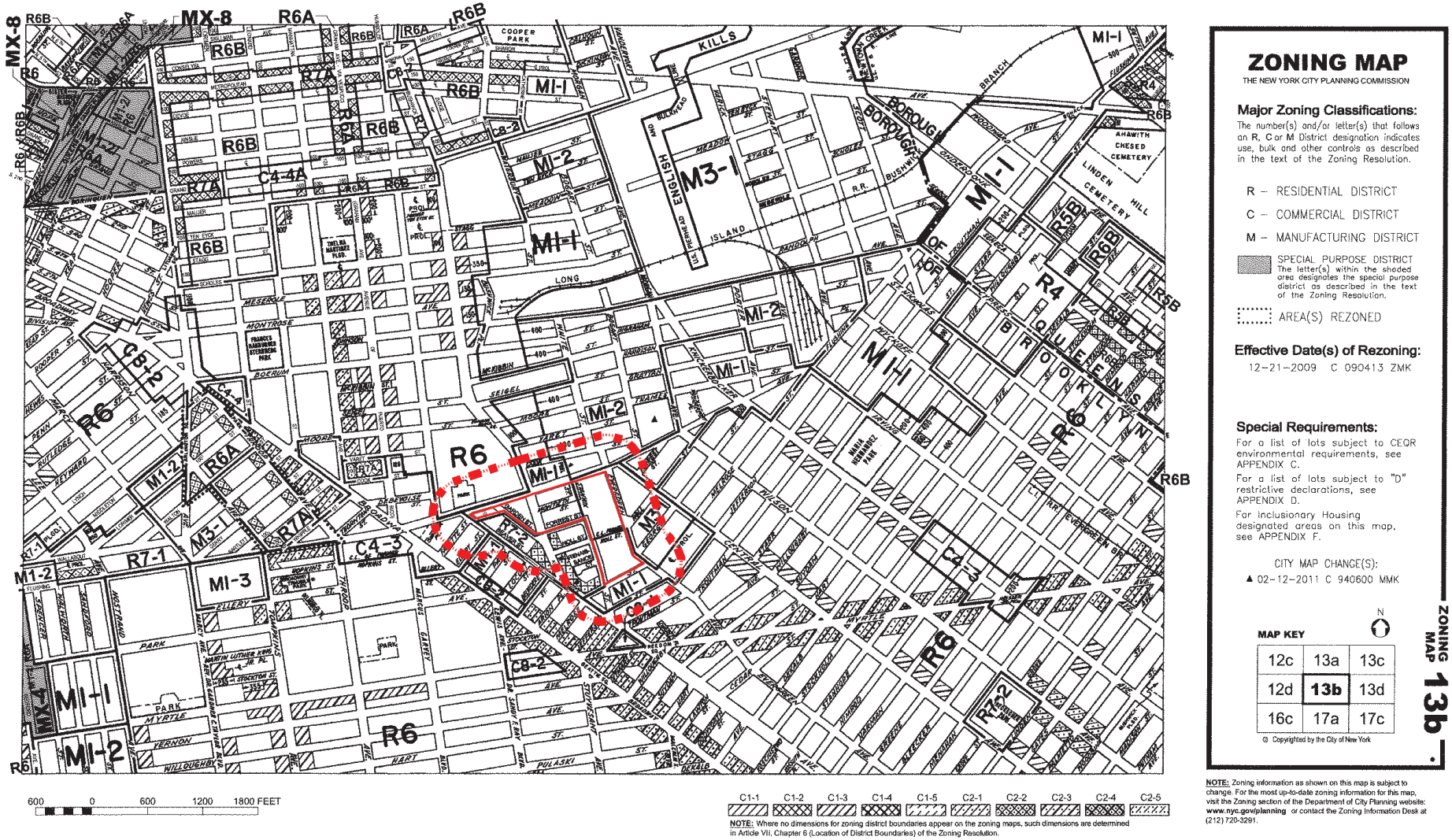
☑ RESIDENTIAL ☑ MANUFACTURING ☑ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☑ OTHER, Describe: Vacant/Vehicle Storage



Rheingold Development Rezoning EAS

Figure 1

Project Location

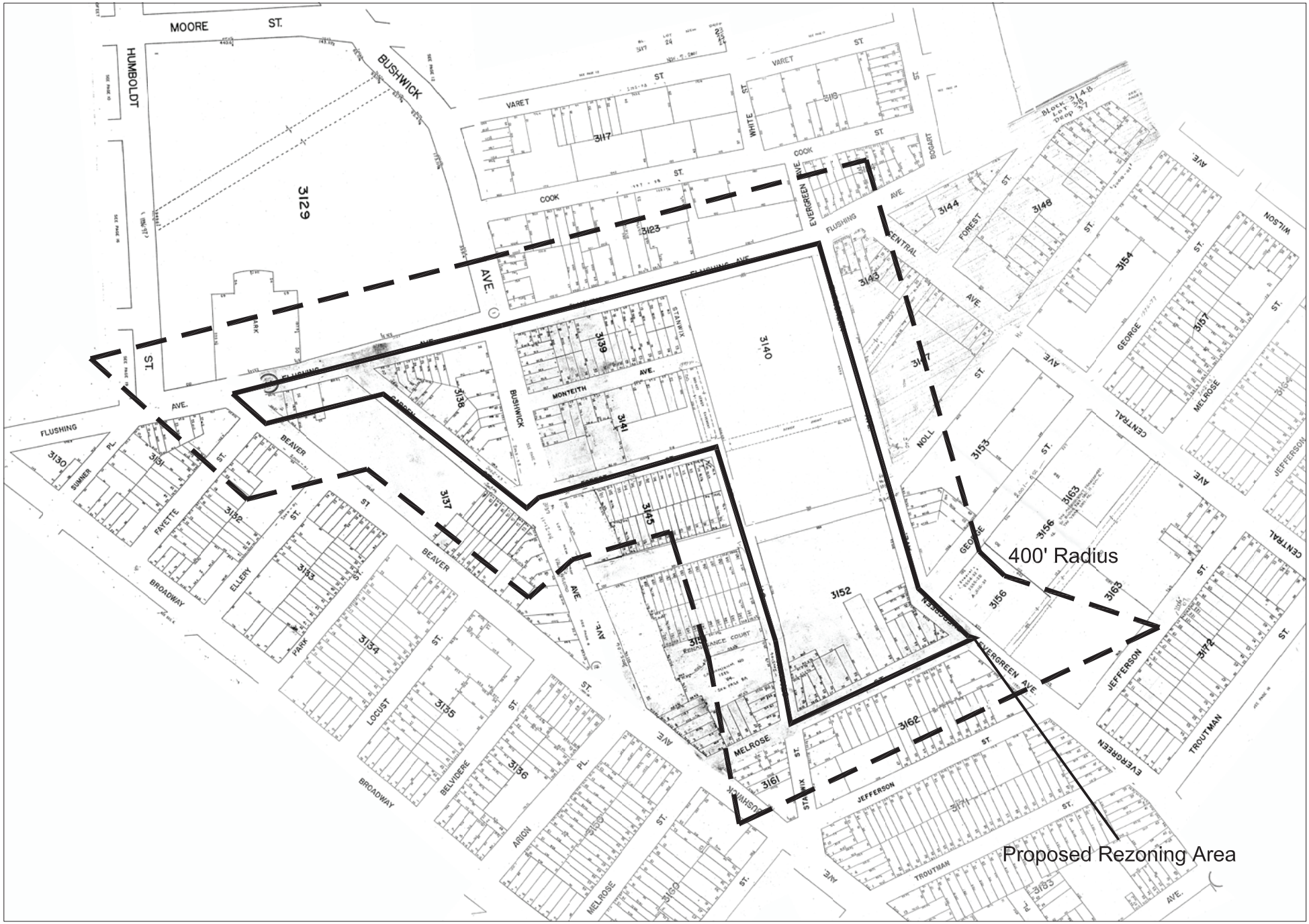

ZONING MAP
THE NEW YORK CITY PLANNING COMMISSION
Major Zoning Classifications:
The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.
R – RESIDENTIAL DISTRICT
C – COMMERCIAL DISTRICT
M – MANUFACTURING DISTRICT
SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.
AREA(S) REZONED
Effective Date(s) of Rezoning:
12-21-2009 C 090413 ZMK
Special Requirements:
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas on this map, see APPENDIX F.
CITY MAP CHANGE(S):
▲ 02-12-2011 C 940600 MMK
MAP KEY
12c 13a 13c
12d 13b 13d
16c 17a 17c
ZONING MAP 13b
© Copyrighted by the City of New York
NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.
600 0 600 1200 1800 FEET
C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5
NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.



Rheingold Development Rezoning

Figure 3

Land Use Map


400' Radius
Proposed Rezoning Area
MOORE ST.
HUMBOLDT
BUSHWICK AVE.
FLUSHING AVE.
EVERGREEN AVE.
CENTRAL AVE.
JEFFERSON ST.
MELROSE ST.
TROUTMAN ST.
BROADWAY
BEAVER ST.
LOCUST ST.
BELVIDERE PL.
ARION PL.
ELLERY ST.
FAYETTE ST.
SUMNER PL.
PARK AVE.
MONTEITH AVE.
STANWIX ST.
BUSHWICK AVE.
NOLL ST.
GEORGE ST.
FOREST AVE.
WILSON AVE.
EVERGREEN AVE.
VARET ST.
COOK ST.
WHITE ST.
BOGART ST.
3129
3130
3131
3132
3133
3134
3135
3136
3137
3138
3139
3140
3141
3143
3144
3145
3147
3148
3150
3151
3152
3153
3154
3156
3157
3161
3162
3163
3171
3172

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Land Use				
Residential	YES ☐ NO ☑	YES ☐ NO ☑	YES ☑ NO ☐	
If yes, specify the following				
No. of dwelling units			1,076	1,076
No. of low- to moderate income units			215	215
No. of stories			7- to 8-stories	
Gross Floor Area (sq.ft.)			1,076,074	1,076,074
Describe Type of Residential Structures			Low-rise residential buildings	
Commercial	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If yes, specify the following:				
Describe type (retail, office, other)	supermarket, gas station	supermarket, gas station	local retail	
No. of bldgs	2	2	Ground Floor Retail	
GFA of each bldg (sq.ft.)	6,000, 1,596	6,000, 1,596	81,790 (total)	74,194
Manufacturing/Industrial	YES ☑ NO ☐	YES ☑ NO ☐	YES ☐ NO ☑	
If yes, specify the following:				
Type of use	Industrial/Warehouse	Industrial/Warehouse		
No. of bldgs	3	3		
GFA of each bldg (sq.ft.)	1,235, 1,000, 77,680	1,235, 1,000, 77,680		-79,915
No. of stories of each bldg	1, 1, 1	1,1, 1		
Height of each bldg	10 ft, 10 ft, 20 ft	10 ft, 10 ft, 20 ft		
Open storage area (sq.ft.)	N.A.	N.A.		
If any unenclosed activities, specify	N.A.	N.A.		
Community Facility	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
Type				
No. of bldgs				
GFA of each bldg (sq.ft.)				
No. of stories of each bldg				
Height of each bldg				
Vacant Land	YES ☑ NO ☐	YES ☑ NO ☐	YES ☐ NO ☑	
If yes, describe:	129,513	129,513	0	-129,513
Publicly Accessible Open Space	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify type (mapped City, State, or Federal Parkland, wetland—mapped or otherwise known, other)				
Other Land Use	YES ☑ NO ☐	YES ☑ NO ☐	YES ☐ NO ☑	
If yes, describe	Vehicle Storage: 53,895 sf	Vehicle Storage: 53,895 sf	0	-53,895
Parking				
Garages	YES ☐ NO ☑	YES ☐ NO ☑	YES ☑ NO ☐	
If yes, specify the following:				
No. of public spaces			0	0
No. of accessory spaces			495	495
Operating hours			24/7	
Attended or non-attended			Attended	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
Parking *(continued)*				
Lots	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes, describe				
Storage Tanks				
Storage Tanks	YES ☑ NO ☐	YES ☑ NO ☐	YES ☐ NO ☑	
If yes, specify the following:				
Gas/Service stations	YES ☑ NO ☐	YES ☑ NO ☐	YES ☐ NO ☑	
Oil storage facility	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
Other, identify:	YES ☐ NO ☑	YES ☐ NO ☑	YES ☐ NO ☑	
If yes to any of the above, describe:				
Number of tanks	Unknown	Unknown		
Size of tanks	Unknown	Unknown		
Location of tanks	Unknown	Unknown		
Depth of tanks	Unknown	Unknown		
Most recent FDNY inspection date	Unknown	Unknown		
Population				
Residents	YES ☐ NO ☑	YES ☐ NO ☑	YES ☑ NO ☐	
If any, specify number			3,174	3,174
Briefly explain how the number of residents was calculated:	Based on 2010 Census Data for average persons/DU for a half-mile radius around the rezoning area (2.95/DU)			
Businesses	YES ☑ NO ☐	YES ☑ NO ☐	YES ☑ NO ☐	
If any, specify the following:				
No. and type	Refer to Attachment A	Refer to Attachment A	Local Retail	
No. and type of workers by business	Total 46	Total 46	223	177
No. and type of non-residents who are not workers	Unknown	Unknown	Unknown	
Briefly explain how the number of businesses was calculated:	Refer to Attachment A			
Zoning*				
Zoning classification	M1-1, M3-1	M1-1, M3-1	R6A, R7A, M1-2, C2-4	
Maximum amount of floor area that can be developed (in terms of bulk)	1.0 FAR	1.0 FAR	Refer to Attachment A	
Predominant land use and zoning classifications within a 0.25 mile radius of proposed project	Refer to Attachment A	Refer to Attachment A	Refer to Attachment A	
Attach any additional information as may be needed to describe the project. If your project involves changes in regulatory controls that affect one or more sites not associated with a specific development, it is generally appropriate to include the total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

**This section should be completed for all projects, except for such projects that would apply to the entire city or to areas that are so extensive that site-specific zoning information is not appropriate or practicable.*

PART II: TECHNICAL ANALYSES

INSTRUCTIONS: For each of the analysis categories listed in this section, assess the proposed project's impacts based on the thresholds and criteria presented in the CEQR Technical Manual. Check each box that applies.

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the '**NO**' box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the '**YES**' box.
- For each 'Yes' response, answer the subsequent questions for that technical area and consult the relevant chapter of the CEQR Technical Manual for guidance on providing additional analyses (and attach supporting information, if needed) to determine whether the potential for significant impacts exists. Please note that a 'Yes' answer does not mean that an EIS must be prepared—it often only means that more information is required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to either provide additional information to support the Full EAS Form. For example, if a question is answered 'No,' an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING AND PUBLIC POLICY*: *CEQR Technical Manual Chapter 4*		
(a) Would the proposed project result in a change in land use or zoning that is different from surrounding land uses and/or zoning? Is there the potential to affect an applicable public policy? If "Yes", complete a preliminary assessment and attach.	✔	
(b) Is the project a large, publicly sponsored project? If "Yes", complete a PlaNYC assessment and attach.		✔
(c) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries? If "Yes", complete the Consistency Assessment Form.		✔
2. *SOCIOECONOMIC CONDITIONS*: *CEQR Technical Manual Chapter 5*		
(a) Would the proposed project:		
• Generate a net increase of 200 or more residential units?	✔	
• Generate a net increase of 200,000 or more square feet of commercial space?		✔
• Directly displace more than 500 residents?		✔
• Directly displace more than 100 employees?		✔
• Affect conditions in a specific industry?		✔
(b) If 'Yes' to any of the above, attach supporting information to answer the following questions, as appropriate. If 'No' was checked for each category above, the remaining questions in this technical area do not need to be answered.	✔	
(1) ***Direct Residential Displacement***		
• If more than 500 residents would be displaced, would these displaced residents represent more than 5% of the primary study area population?		✔
• If 'Yes,' is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?		✔
(2) ***Indirect Residential Displacement***		
• Would the expected average incomes of the new population exceed the average incomes of the study area populations? To be determined based on EIS analysis	TBD	
• If 'Yes,' would the population increase represent more than 5% of the primary study area population or otherwise potentially affect real estate market conditions? To be determined based on EIS analysis	TBD	
• If 'Yes,' would the study area have a significant number of unprotected rental units? To be determined based on EIS analysis	TBD	
Would more than 10 percent of all the housing units be renter-occupied and unprotected? To be determined based on EIS analysis	TBD	
Or, would more than 5 percent of all the housing units be renter-occupied and unprotected where no readily observable trend toward increasing rents and new market rate development exists within the study area?	TBD	

To be determined based on EIS analysis

	YES	NO
(3) *Direct Business Displacement*		
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		✔
• Do any of the displaced businesses provide goods or services that otherwise could not be found within the trade area, either under existing conditions or in the future with the proposed project?		✔
• Or, is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?		✔
(4) *Indirect Business Displacement* See "Socioeconomic Conditions" section of the attached Additional Technical Information for EAS Part II		
• Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	TBD	
• Would the project capture the retail sales in a particular category of goods to the extent that the market for such goods would become saturated as a result, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	TBD	
(5) *Affects on Industry*		
• Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?		✔
• Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?		✔
3. *COMMUNITY FACILITIES*: *CEQR Technical Manual Chapter 6*		
(a) Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?		✔
(b) Would the project exceed any of the thresholds outlined in Table 6-1 in Chapter 6?	✔	
(c) If 'No' was checked above, the remaining questions in this technical area do not need to be answered. If 'Yes' was checked, attach supporting information to answer the following, if applicable.		
(1) *Child Care Centers*		
• Would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?		✔
• If Yes, would the project increase the collective utilization rate by 5 percent from the No-Action scenario?		
(2) *Libraries*		
• Would the project increase the study area population by 5 percent from the No-Action levels?	✔	
• If Yes, would the additional population impair the delivery of library services in the study area?		✔
(3) *Public Schools*		
• Would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 105 percent?	✔	
• If Yes, would the project increase this collective utilization rate by 5 percent from the No-Action scenario?	✔	
(4) *Health Care Facilities*		
• Would the project affect the operation of health care facilities in the area?		✔
(5) *Fire and Police Protection*		
• Would the project affect the operation of fire or police protection in the area?		✔
4. *OPEN SPACE*: *CEQR Technical Manual Chapter 7*		
(a) Would the project change or eliminate existing open space?		✔
(b) Is the project located within an underserved area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	✔	
(c) If 'Yes,' would the proposed project generate more than 50 additional residents or 125 additional employees?	✔	
(d) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?		
(e) If 'Yes,' would the project generate more than 350 additional residents or 750 additional employees?		
(f) If the project is not located within an underserved or well-served area, would it generate more than 200 additional residents or 500 additional employees?		
(g) If 'Yes' to any of the above questions, attach supporting information to answer the following: • Does the project result in a decrease in the open space ratio of more then 5%?		✔
• If the project is within an underserved area, is the decrease in open space between 1% and 5%?	✔	
• If 'Yes," are there qualitative considerations, such as the quality of open space, that need to be considered?	✔	

	YES	NO
5. *SHADOWS:* CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	✔	
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	✔	
(c) If 'Yes' to either of the above questions, attach supporting information explaining whether the project's shadow reach any sunlight-sensitive resource at any time of the year.		
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for, or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; is listed or eligible for listing on the New York State or National Register of Historic Places; or is within a designated or eligible New York City, New York State, or National Register Historic District? If "Yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		✔
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	✔	
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources that is not currently allowed by existing zoning?		✔
(c) If "Yes" to either of the above, please provide the information requested in Chapter 10.		
8. *NATURAL RESOURCES:* CEQR Technical Manual Chapter 11		
(a) Is any part of the directly affected area within the Jamaica Bay Watershed? If "Yes", complete the Jamaica Bay Watershed Form.		✔
(b) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11? If "Yes," list the resources: Attach supporting information on whether the proposed project would affect any of these resources.		✔
9. *HAZARDOUS MATERIALS:* CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential use in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	✔	
(b) Does the proposed project site have existing institutional controls (e.g. (E) designations or a Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?		✔
(c) Does the project require soil disturbance in a manufacturing zone or any development on or near a manufacturing zone or existing/historic facilities listed in Appendix 1 (including nonconforming uses)?	✔	
(d) Does the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	✔	
(e) Does the project result in development where underground and/or aboveground storage tanks (e.g. gas stations) are or were on or near the site?	✔	
(f) Does the project result in renovation of interior existing space on a site with potential compromised air quality, vapor intrusion from on-site or off-site sources, asbestos, PCBs or lead-based paint?		✔
(g) Does the project result in development on or near a government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks and rights-of-way?	✔	
(h) Has a Phase I Environmental Site Assessment been performed for the site? If 'Yes," were RECs identified? Briefly identify:	✔	
(i) Based on a Phase I Assessment, is a Phase II Assessment needed?	✔	
10. *WATER AND SEWER INFRASTRUCTURE:* CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?		✔
(b) Is the proposed project located in a combined sewer area and result in at least 1,000 residential units or 250,000 SF or more of commercial space in Manhattan or at least 400 residential units or 150,000 SF or more of commercial space in the Bronx, Brooklyn, Staten Island or Queens?	✔	
(c) Is the proposed project located in a separately sewered area and result in the same or greater development than that listed in Table 13-1 in Chapter 13?		✔
(d) Does the proposed project involve development on a site five acres or larger where the amount of impervious surface would increase?		✔
(e) Would the proposed project involve development on a site one acre or larger where the amount of impervious surface would increase and is located within the Jamaica Bay Watershed or in certain specific drainage areas including: Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek?		✔
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?		✔
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a WWTP and/or generate contaminated stormwater in a separate storm sewer system?		✔
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?		✔
(i) If "Yes" to any of the above, conduct the appopriate preliminary analyses and attach supporting documentation.		
11. *SOLID WASTE AND SANITATION SERVICES:* CEQR Technical Manual Chapter 14		
(a) Would the proposed project have the potential to generate 1000,000 pounds (50 tons) or more of solid waste per week?		✔
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?		✔

	YES	NO
12. *ENERGY*: *CEQR Technical Manual Chapter 15*		
(a) Would the proposed project affect the transmission or generation of energy?		✔
13. *TRANSPORTATION*: *CEQR Technical Manual Chapter 16*		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	✔	
(b) If "Yes," conduct the screening analyses, attach appropriate back up data as needed for each stage, and answer the following questions:		
(1) Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour? If "Yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peakhour. See Subsection 313 in Chapter 16 for more information.*	✔	
(2) Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour? If "Yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	✔	
(3) Would the proposed project result in more than 200 pedestrian trips per project peak hour? If "Yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	✔	
14. *AIR QUALITY*: *CEQR Technical Manual Chapter 17*		
(a) *Mobile Sources:* Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?		✔
(b) *Stationary Sources:* Would the proposed project result in the conditions outlined in Section 220 in Chapter 17? If 'Yes,' would the proposed project exceed the thresholds in the Figure 17-3, Stationary Source Screen Graph? (attach graph as needed)	✔	
(c) Does the proposed project involve multiple buildings on the project site?	✔	
(d) Does the proposed project require Federal approvals, support, licensing, or permits subject to conformity requirements?		✔
(e) Does the proposed project site have existing institutional controls (*e.g.* E) designations or a Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?		✔
(f) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
15. *GREENHOUSE GAS EMISSIONS*: *CEQR Technical Manual Chapter 18*		
(a) Is the proposed project a city capital project, a power plant, or would fundamentally change the City's solid waste management system?		✔
(b) If "Yes," would the proposed project require a GHG emissions assessment based on the guidance in Chapter 18?		
(c) If "Yes," attach supporting documentation to answer the following; Would the project be consistent with the City's GHG reduction goal?		
16. *NOISE*: *CEQR Technical Manual Chapter 19*		
(a) Would the proposed project generate or reroute vehicular traffic?	✔	
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	✔	
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?		✔
(d) Does the proposed project site have existing institutional controls (*e.g.* E-designations or a Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?		✔
(e) If "Yes," conduct the appropriate analyses and attach any supporting documentation.		
17. *PUBLIC HEALTH*: *CEQR Technical Manual Chapter 20*		✔
(a) Would the proposed project warrant a public health assessment based upon the guidance in Chapter 20?		
18. *NEIGHBORHOOD CHARACTER*: *CEQR Technical Manual Chapter 21*		
(a) Based upon the analyses conducted for the following technical areas, check Yes if any of the following technical areas required a detailed analysis: Land Use, Zoning, and Public Policy, Socioeconomic Conditions, Open Space, Historic and Cultural Resources, Urban Design and Visual Resources, Shadows, Transportation, Noise.	✔	
(b) If "Yes," explain here why or why not an assessment of neighborhood character is warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
See the "Neighborhood Character" section of the attached Additional Technical Information for the EAS Part II		

		YES	NO
19.	***CONSTRUCTION IMPACTS:*** *CEQR Technical Manual Chapter 22* Would the project's construction activities involve (check all that apply):		
	• Construction activities lasting longer than two years;	✓	
	• Construction activities within a Central Business District or along an arterial or major thoroughfare;		✓
	• Require closing, narrowing, or otherwise impeding traffic, transit or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc);	✓	
	• Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out;	✓	
	• The operation of several pieces of diesel equipment in a single location at peak construction;	✓	
	• Closure of community facilities or disruption in its service;		✓
	• Activities within 400 feet of a historic or cultural resource; or	✓	
	• Disturbance of a site containing natural resources.		✓

If any boxes are checked, explain why or why not a preliminary construction assessment is warranted based on the guidance of in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.

The RWCDS for the Proposed Action identifies 8 projected development sites, which are are expected to accommodate new development. In addition, there are 3 potential development sites that are considered less likely to be developed over the 4 year analysis period with a full build-out by 2016. An analysis of construction impacts will be provided in the EIS.

20. *APPLICANT'S CERTIFICATION*

I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records.

Still under oath, I further swear or affirm that I make this statement in my capacity as the

Aaron Klein (APPLICANT/SPONSOR) of Forrest Lots, LLC (NAME THE ENTITY OR OWNER)

the entity which seeks the permits, approvals, funding or other governmental action described in this EAS.

Check if prepared by: ☑ APPLICANT/REPRESENTATIVE or ☐ LEAD AGENCY REPRESENTATIVE (FOR CITY-SPONSORED PROJECTS)

Mitchell Korbey, Legal Counsel, Herrick, Feinstein LLP

APPLICANT/SPONSOR NAME:

LEAD AGENCY REPRESENTATIVE NAME:

SIGNATURE:

7/27/2012

DATE:

PLEASE NOTE THAT APPLICANTS MAY BE REQUIRED TO SUBSTANTIATE RESPONSES IN THIS FORM AT THE DISCRETION OF THE LEAD AGENCY SO THAT IT MAY SUPPORT ITS DETERMINATION OF SIGNIFICANCE.

PART III: DETERMINATION OF SIGNIFICANCE (To Be Completed By Lead Agency)

INSTRUCTIONS:
In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY §6-06 (Executive Order 91 of 1977, as amended) which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant effect on the environment. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

	Potential Significant Adverse Impact	
IMPACT CATEGORY	**YES**	**NO**
Land Use, Zoning, and Public Policy	✓	
Socioeconomic Conditions	✓	
Community Facilities and Services	✓	
Open Space	✓	
Shadows	✓	
Historic and Cultural Resources		✓
Urban Design/Visual Resources	✓	
Natural Resources		✓
Hazardous Materials	✓	
Water and Sewer Infrastructure	✓	
Solid Waste and Sanitation Services		✓
Energy		✓
Transportation	✓	
Air Quality	✓	
Greenhouse Gas Emissions		✓
Noise	✓	
Public Health		✓
Neighborhood Character	✓	
Construction Impacts	✓	

2. Are there any aspects of the project relevant to the determination whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? If there are such impacts, explain them and state where, as a result of them, the project may have a significant impact on the environment. ✓

3. ***LEAD AGENCY'S CERTIFICATION***

DIRECTOR, ENVIRONMENTAL REVIEW	NEW YORK CITY DEPARTMENT OF CITY PLANNING
TITLE	LEAD AGENCY
ROBERT DOBRUSKIN	Robert Dobruskin
NAME	SIGNATURE

ATTACHMENT A

PROJECT DESCRIPTION

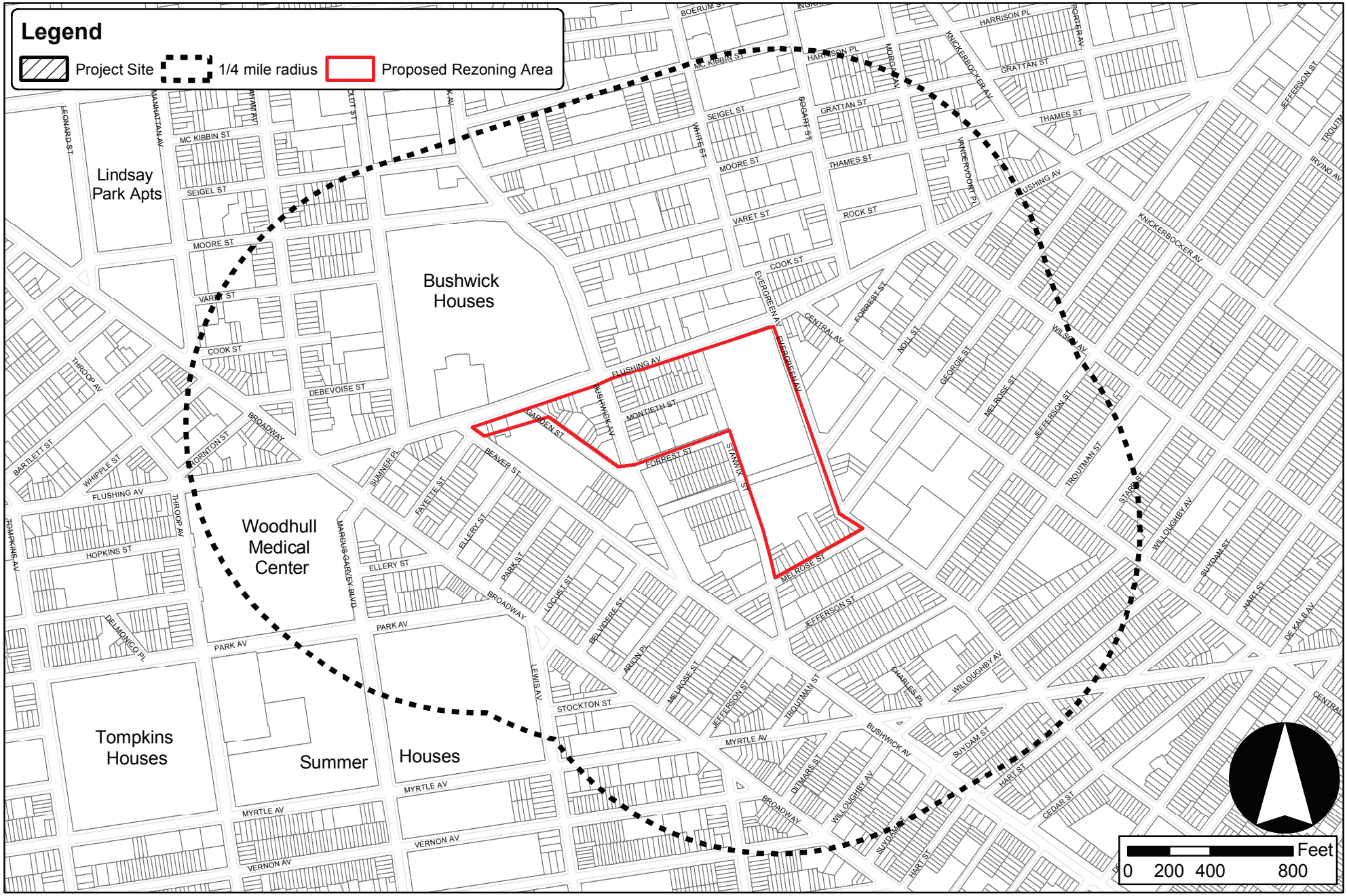
I. INTRODUCTION

The applicant, Forrest Lots, LLC, is requesting zoning map and zoning text amendments affecting five full blocks and a portion of one block and a change in the official City map to map two new street segments in the Bushwick neighborhood of Brooklyn Community District 4 (collectively, the "Proposed Action"). The proposed rezoning action affects the area bounded by Flushing Avenue on the north and Melrose Street and Forrest Street on the south, between Evergreen Avenue and Garden, Stanwix and Beaver Streets (see Figure A-1). The applicant is proposing a rezoning of its owned properties within the rezoning area, which consists of all of Blocks 3140, 3141, and Block 3139 lots 18-21 and 23-36 and Block 3152 lots 1-3, 45, 48, 56, 58, 62-64, 66 and 100. In addition to the sites controlled by the applicant, the rezoning would also affect all of Block 3138, the remainder of the lots on Blocks 3139 and 3152 and lots 26 (portion), 49 (portion), 51 and 56 on Block 3137. The block zoned M3-1 would be rezoned to an M1-2 district and the blocks zoned M1-1 would be rezoned to R6A and R7A residential districts with a C2-4 commercial overlay mapped along portions of the Bushwick, Flushing and Evergreen Avenue frontages to a depth of 100 feet. The Proposed Action also includes a zoning text amendment, which modifies Section 23-922 of the NYC Zoning Resolution to make the appropriate R6A and R7A districts "Inclusionary Housing designated areas." This will establish an inclusionary floor area ratio (FAR) bonus, providing opportunity and incentive for the development of affordable housing.

The proposed mapping action would map and formally bestow to the City the unbuilt section of Stanwix Street between Montieth Street and Forrest Street and the unbuilt section of Noll Street between Evergreen Avenue and Stanwix Street, thereby creating network connectivity by opening them to public traffic. In conjunction with this expanded network, new signage and other traffic control devices would be installed by the applicant and maintained by the New York City Department of Transportation.

The Proposed Action would facilitate a proposal by the applicant to develop ten residential buildings with ground floor local retail uses. The applicant intends to develop 32,273 zsf of local retail space and 881 dwelling units (DUs), 24 percent of which would be affordable to low-to-moderate-income households, per the Inclusionary Housing regulations (214 DUs) of which 47 units would be set aside for senior housing. However, for conservative analysis purposes, this environmental review will consider the reasonable worst-case development scenario (RWCDS) for the four applicant controlled projected development sites. Therefore, under the RWCDS, the applicant's sites would result in a net increase of 54,182 zsf of local retail and 977 dwelling units, 20 percent of which are expected to be affordable to low-to moderate-income households (195 dwelling units), per the Inclusionary Housing Program. With the adoption of the Proposed Action, the proposed development is expected to be completed and occupied by 2016.

Four additional projected developments sites besides the applicant's proposed development within the proposed rezoning area that could result in up to 99 DUs, of which 20 would be affordable, per the Inclusionary Housing regulations, and 27,609 zsf of ground floor retail on Block 3152, Lots 36, 37, 38, 41, 43; Block 3138, Lots 20, 22, 32; Block 3137, Lot 56. There are also 3 potential development sites (sites that are also rezoned but which are less likely to be developed), which will be discussed in detail in this section. The other lots in the proposed rezoning area are not expected to be redeveloped as a result of the Proposed Action within the 2016 analysis timeframe. The area to be rezoned from M3-1 to the more restricted M1-2 is also not expected to be redeveloped as a result of the Proposed Action. It should be



Rheingold Development Rezoning EAS

Figure A-1
Rezoning Area

noted that M1-2 districts permit applications for special permits, whereas M3-1 districts do not. Therefore, overall, the Proposed Action would result in an incremental increase of approximately 1,076 DUs, of which 215 would be affordable, per the Inclusionary Housing regulations, and approximately 74,194 zsf of local retail by 2016. As part of the Proposed Action, the portion of Stanwix Street between Montieth Street and Forrest Street and the portion of Noll Street between Stanwix Street and Evergreen Avenue would become mapped streets to complete the street network around the project site and reconnect the existing neighborhoods with the proposed development sites.

II. EXISTING CONDITIONS

The decline of the New York City industrial/manufacturing sector during the past three decades has left many properties in this part of Brooklyn vacant or underutilized. While the industrial sector has declined, residential populations in adjacent communities have substantially increased, leading to greater housing demand.

These trends of previous growth and then subsequent decline of the industrial sector are evident in the historic uses of the proposed rezoning area. Historic Sanborn maps indicate that in 1898 a portion of projected development site 2 was occupied by the Claus Lipsius Brewery. The rest of the projected and potential development sites were occupied by residential buildings. Later, in 1908, a factory occupied projected development site 3 although the area remained dominated by breweries and residential uses. Also in the early 1900's, Block 3140, currently occupied by the warehouse, used to house the S. Liebmans Sons Brewery in three separate blocks. More recently, in 1995, the warehouse on Block 3152 was used for beer storage and shipping, this was the last brewery related use in the area, the warehouse has since been retrofitted for wholesale business use.

As shown in Figure A-1, the proposed rezoning area is bounded by Flushing Avenue, Evergreen Avenue, Melrose Avenue, Stanwix Street, Forrest Street, Garden Street, and Beaver Street. It includes approximately 6 blocks, which encompass a total of approximately 623,080 sf. Table A-1 provides a list of all the blocks and lots included within the proposed rezoning area. The 8 projected and 3 potential development sites are shown in Figure A-1. Table A-2 shows the existing use of the projected and potential development sites. The majority of the projected development sites are vacant or utilized as vehicle storage. There are 8 businesses located on the projected development sites with a total of 46 employees. These businesses include industrial/warehouse uses, vehicle storage, auto repair, a gas station, and food market. As shown in the table, projected development sites 1-4 are owned by the applicant.

TABLE A-1
List of Block and Lots Included Within the Proposed Rezoning Area

Block	Lots
3137	26 (portion), 49 (portion), 51, 56
3138	1, 7, 9, 10, 11, 13, 17, 18, 20, 22, 23, 24, 25, 27, 32, 36, 38, 40, 41
3139	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 16, 17, 18*, 19*, 20*, 21*, 23*, 24*, 25*, 26*, 27*, 28*, 29*, 30*, 31*, 32*, 33*, 34*, 35*, 36*
3140*	1, 50
3141*	1, 5, 6, 7, 8, 10, 11, 12, 14, 15, 18, 20, 21, 22, 23, 36
3152	1*, 2*, 3*, 35, 36, 37, 38, 41, 43, 44, 45*, 48*, 56*, 58*, 62*, 63*, 64*, 66*, 100*

Notes:
* Lots owned by the applicant

Table A-2
Projected and Potential Development Sites Existing Land Use and Zoning

Site No.	Block	Lot	Address	Land Use Category	Zoning	Lot Area (sf)	Gross Floor Area	No. Bldg.	No. Stories	Residential (sf)	Dwelling Units	Commercial (sf)	Industrial/ Warehouse (sf)	Vacant Land	Build FAR
Applicant Owned Projected Development Sites															
Projected 1	3139	18	902 Flushing Ave.	Vehicle Storage/Parking Lot	M1-1	1,450	0	0	0	0	0	0	0	0	0.00
		19	904 Flushing Ave.	Vehicle Storage/Parking Lot	M1-1	2,060	0	0	0	0	0	0	0	0	0.00
		20	906 Flushing Ave.	Vehicle Storage/Parking Lot	M1-1	2,050	0	0	0	0	0	0	0	0	0.00
		21	908 Flushing Ave.	Vehicle Storage/Parking Lot	M1-1	2,050	0	0	0	0	0	0	0	0	0.00
		23	Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
		24	35 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
		25	Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
		26	31 Montieth St.	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		27	29 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,600	0	0	0	0	0	0	0	0	0.00
		28	27 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,833	0	0	0	0	0	0	0	0	0.00
		29	25 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,833	0	0	0	0	0	0	0	0	0.00
		30	23 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,833	0	0	0	0	0	0	0	0	0.00
		31	21 Montieth St.	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		32	19 Montieth St.	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		33	17 Montieth St.	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		34	15 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
		35	13 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
		36	11 Montieth St.	Vehicle Storage/Parking Lot	M1-1	1,875	0	0	0	0	0	0	0	0	0.00
					Total	*35,959*	*0*	*0*	*N.A.*	*0*	*0*	*0*	*0*	*0*	*0.00*
Projected 2	3141	1	501 Bushwick Ave.	Vacant Land	M1-1	12,252	0	0	0	0	0	0	0	12,252	0.00
		5	489 Bushwick Ave.	Vacant Land	M1-1	1,775	0	0	0	0	0	0	0	1,775	0.00
		6	485 Bushwick Ave.	Vehicle Storage/Parking Lot	M1-1	1,775	0	0	0	0	0	0	0	0	0.00
		7	483 Bushwick Ave.	Vacant Land	M1-1	1,760	0	0	0	0	0	0	0	1,760	0.00
		8	479 Bushwick Ave.	Industrial	M1-1	1,730	1,235	1	0	0	0	0	1,235	0	0.71
		10	10 Montieth St.	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
		11	12 Montieth St.	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
		12	14 Montieth St.	Vacant Land	M1-1	2,810	0	0	0	0	0	0	0	2,810	0.00
		14	18 Montieth St.	Vacant Land	M1-1	2,620	0	0	0	0	0	0	0	2,620	0.00
		15	20-24 Montieth St.	Vacant Land	M1-1	7,500	0	0	0	0	0	0	0	7,500	0.00
		18	Montieth St.	Vacant Land	M1-1	3,750	0	0	0	0	0	0	0	3,750	0.00
		20	Montieth St.	Vacant Land	M1-1	3,750	0	0	0	0	0	0	0	3,750	0.00
		21	32 Montieth St.	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
		22	34 Montieth St.	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
		23	36 Montieth St.	Vacant Land	M1-1	24,300	0	0	0	0	0	0	0	24,300	0.00
		36	15 Forrest St.	Vacant Land	M1-1	10,200	0	0	0	0	0	0	0	10,200	0.00
					Total	*84,222*	*1,235*	*1*	*N.A.*	*0*	*0*	*0*	*1,235*	*80,717*	*0.71*
Projected 3	3152	3 [1]	80 Evergreen Ave	Industrial/Warehouse	M1-1	*74,900*	77,680	2	1	0	0	0	77,680	0	1.04
Projected 4	3152	1	28-32 Stanwix St	Vacant Land	M1-1	1,348	0	0	0	0	0	0	0	1,348	0.00
		2	Stanwix St	Vacant Land	M1-1	2,068	0	0	0	0	0	0	0	2,068	0.00
		3 [1]	80 Evergreen Ave	Vacant Land	M1-1	23,115	0	0	0	0	0	0	0	23,115	0.00
		45	127 Melrose St	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
		48	123 Melrose St	Vacant Land	M1-1	10,050	0	0	0	0	0	0	0	10,050	0.00
		56	109 Melrose St	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		58	107 Melrose St	Vehicle Storage/Parking Lot	M1-1	5,000	0	0	0	0	0	0	0	0	0.00
		62	Melrose St	Vehicle Storage/Parking Lot	M1-1	2,500	0	0	0	0	0	0	0	0	0.00
		63	97 Melrose St	Vehicle Storage/Parking Lot	M1-1	1,975	0	0	0	0	0	0	0	0	0.00
		64	95 Melrose St	Vehicle Storage/Parking Lot	M1-1	2,135	0	0	0	0	0	0	0	0	0.00
		66	Melrose St	Vehicle Storage/Parking Lot	M1-1	2,050	0	0	0	0	0	0	0	0	0.00
		100	856 Stanwix	Vacant Land	M1-1	17,500	0	0	0	0	0	0	0	17,500	0.00
					Total	*72,741*	0	0	N.A.	0	0	0	0	56,581	0.00
Projected Development Sites															
Projected 5	3152	36	96 Evergreen Ave	Vacant Land	M1-1	1,865	0	0	0	0	0	0	0	1,865	0.00
		37	98 Evergreen Ave	Vacant Land	M1-1	2,200	0	0	0	0	0	0	0	2,200	0.00
		38	-108 Evergreen Ave	Vacant Land	M1-1	2,400	0	0	0	0	0	0	0	2,400	0.00
		41	Evergreen Ave	Vacant Land	M1-1	790	0	0	0	0	0	0	0	790	0.00
		43	Melrose St	Vacant Land	M1-1	2,500	0	0	0	0	0	0	0	2,500	0.00
					Total	*9,755*	0	0	N.A.	0	0	0	0	9,755	0.00
Projected 6	3138	20	846 Flushing Ave	Automotive Repair	M1-1	3,300	1,000	1	1	0	0	0	1,000	0	0.00
		22	848 Flushing Ave	Automotive Repair	M1-1	2,275	0	0	0	0	0	0	0	0	0.00
					Total	*5,575*	1,000	1	N.A.	0	0	0	1,000	0	0.00
Projected 7	3138	32	860 Flushing Ave	Gas Station	M1-1	*10,600*	1,596	1	1	0	0	1,596	0	0	0.15
Projected 8	3137	56	832 Flushing Ave	Commercial/Supermarket	M1-1	*6,550*	6,000	1	1	0	0	6,000	0	0	0.92
				Projected Sites Total		***300,302***	***87,511***	***6***	***N.A.***	***0***	***0***	***7,596***	***79,915***	***147,053***	***2.82***
Potential Development Sites															
Potential 9	3152	44	131 Melrose St.	Industrial	M1-1	2,500	3,400	1	2	0	0	0	3,400	0	1.36
Potential 10	3138	11	31 Garden St.	Residential	M1-1	4,000	2,475	1	3	2,475	9	0	0	0	0.62
Potential 11	3137	51	818 Flushing Ave.	Commercial	M1-1	2,880	2,880	1	1	0	0	2,880	0	0	1.00

Notes:

[1] Projected development site 3 comprises an approximately 74,900 sf portion of Lot 3, which occupies 98,015 sf in its entirety.

Besides the projected and potential development sites and the large warehouse occupying Block 3140, the remainder of the proposed rezoning area includes mostly 3 to 5 story apartment buildings, some with ground floor retail. It also contains a school playground and a few restaurant establishments in a concentration of 1-story buildings on Block 3137 adjacent to the C-town market on Flushing Avenue.

Figure A-2 shows the existing zoning of the proposed zoning area. The proposed rezoning area is currently zoned for high performance and low-performing manufacturing and industrial uses. West of Stanwix Street, the rezoning area is zoned M1-1. Another M1-1 district is mapped on the southern portion of the rezoning area to the south of Noll Street (which is to be mapped as a result of the Proposed Action). East of Stanwix Street and to the north of Noll Street, the rezoning area is zoned M3-1.

M1-2 districts allow commercial and low-density light manufacturing uses, as well as certain community facility uses such as houses of worship and schools. However, residential uses are not permitted. Moreover, M1-1 districts do not have height limits. M3-1 districts allow heavy industries that generate noise, traffic, or pollutants that meet low performance standards. Typical uses include power plants, solid waste transfer facilities, and fuel supply depots. Residential and community facility uses are not permitted in M3-1 districts.

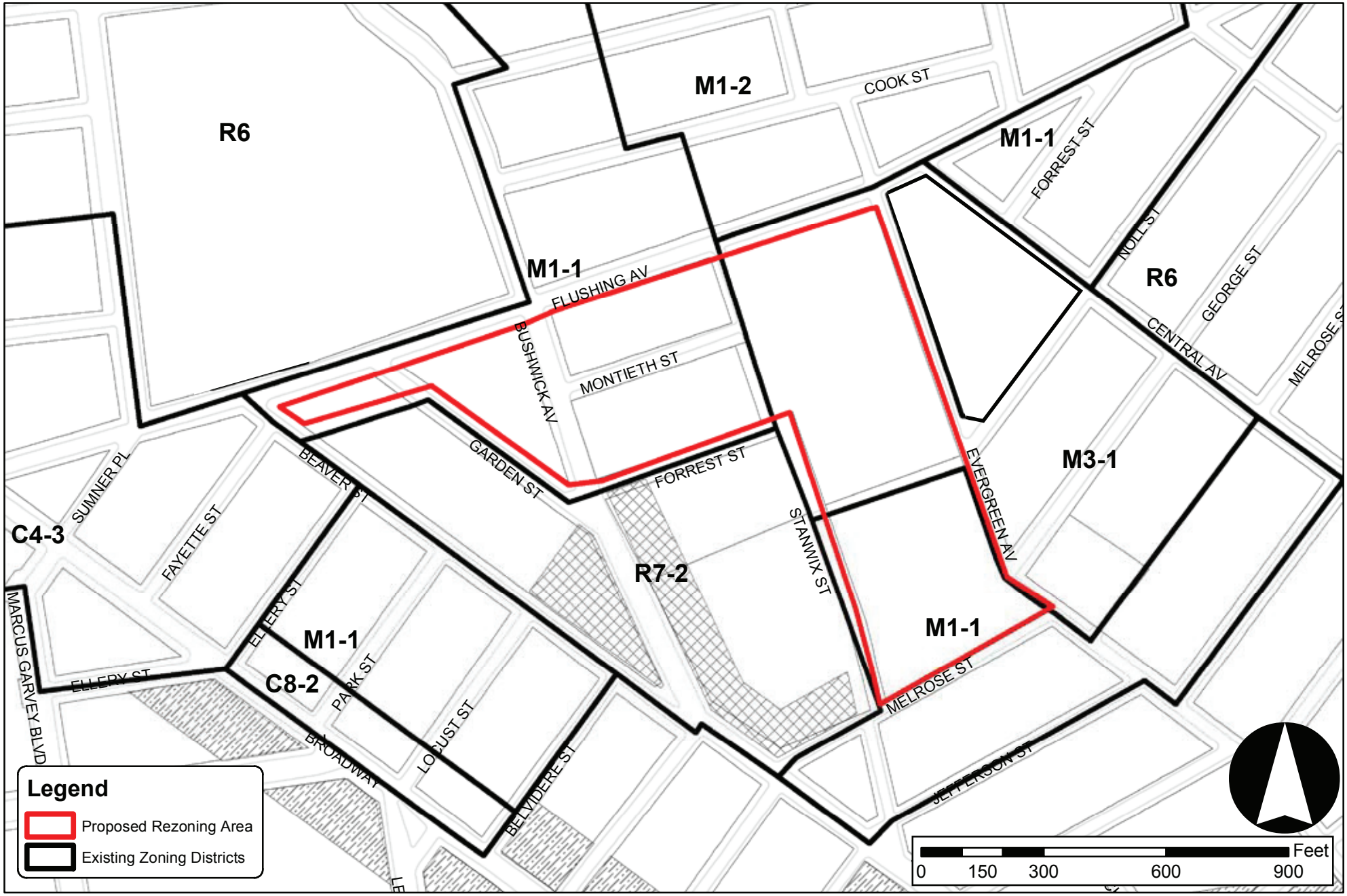
The rezoning area currently contains a mix of land uses, including commercial, residential, parking and vehicle storage, automotive, transportation-related and industrial uses. It also includes a significant amount of vacant land. The northern tip of the P.S. 120 playground, which extends along Flushing Avenue between Garden and Beaver Streets, is also included within the boundaries of the rezoning area.

Commercial uses are generally concentrated near Flushing Avenue and along Bushwick Avenue in the western portion of the rezoning area, and include local retail, restaurant, and office uses. Residential uses are also largely concentrated in the western portion of the rezoning area, and generally include low-rise 3- to 5-story walkup residential tenement buildings, some of which include ground floor retail. Industrial, vehicle storage, parking, automotive and transportation-related uses are largely located to the east of Bushwick Avenue. A large two-story warehouse at 930 Flushing Avenue, which occupies most of the M3-1 zoning district within the rezoning area, extends along the west side of Evergreen Avenue between Flushing Avenue and Noll Street.

This area of Bushwick has been undergoing a transformation in recent years as a number of former industrial, commercial, and vacant properties have been redeveloped with residential uses. These include the former Rheingold Brewery site, located directly south and west of the proposed rezoning area, on which new townhouses and apartments have been constructed. These housing units on the former Rheingold property were developed under the New York City Housing Partnership program and many of the units are affordable housing for low and moderate income households. Other new infill residential development in the area includes the Melrose Apartments, a 6-story residential building recently constructed on Central Avenue between George and Noll streets at 51 Central Avenue.

III. PURPOSE AND NEED FOR THE PROPOSED ACTION

The proposed rezoning area contains mostly underutilized lots used for vehicle/open storage, which have not been available for residential redevelopment since such use is not permitted under the existing zoning. The Proposed Action would facilitate a proposal by the applicant to develop new affordable and market rate residential development on underutilized lots, currently zoned for manufacturing, where there is no longer a concentration of industrial activity.



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Figure A-2
Existing Zoning

The existing low-density M1-1 zoning designations in the rezoning area would be replaced with contextual medium-density R6A and R7A residential zoning districts, which would allow residential development. The proposed rezoning area is located adjacent to an existing R7-2 zoning district to west of Stanwix Street and an existing R6 zoning district to north of Flushing Avenue. The Proposed Action would bring into compliance 23 noncompliant existing residential uses with approximately 172 DUs, located within the M1-2 manufacturing district along Evergreen Avenue, Flushing Avenue, Garden Street, and Bushwick Avenue within the rezoning area. In order to incentivize the creation of affordable housing, the Proposed Action would designate the proposed zoning districts as Inclusionary Housing designated areas.

With the rezoning to residential in most of the M1-1 zone, the mapping of the M1-2 district in place of the M3-1 district on Block 3140 would provide a more appropriate zoning designation for an area adjacent to residential zoning districts where existing uses are expected to remain. M1 districts often function as buffer zones between residential and heavy manufacturing uses such as those found in M3 zones. M3 zones permit heavy manufacturing uses while M1-2 zones permit light manufacturing and commercial uses. M1-2 districts also permit certain large retail uses, and community facility uses, by City Planning Commission special permit, whereas M3-1 districts do not. In addition, the proposed M1-2 district would be an extension of the existing M1-2 zoning district located just north of the rezoning area, across Flushing Avenue. Uses on Block 3140 (warehousing) would conform to the M1 designation.

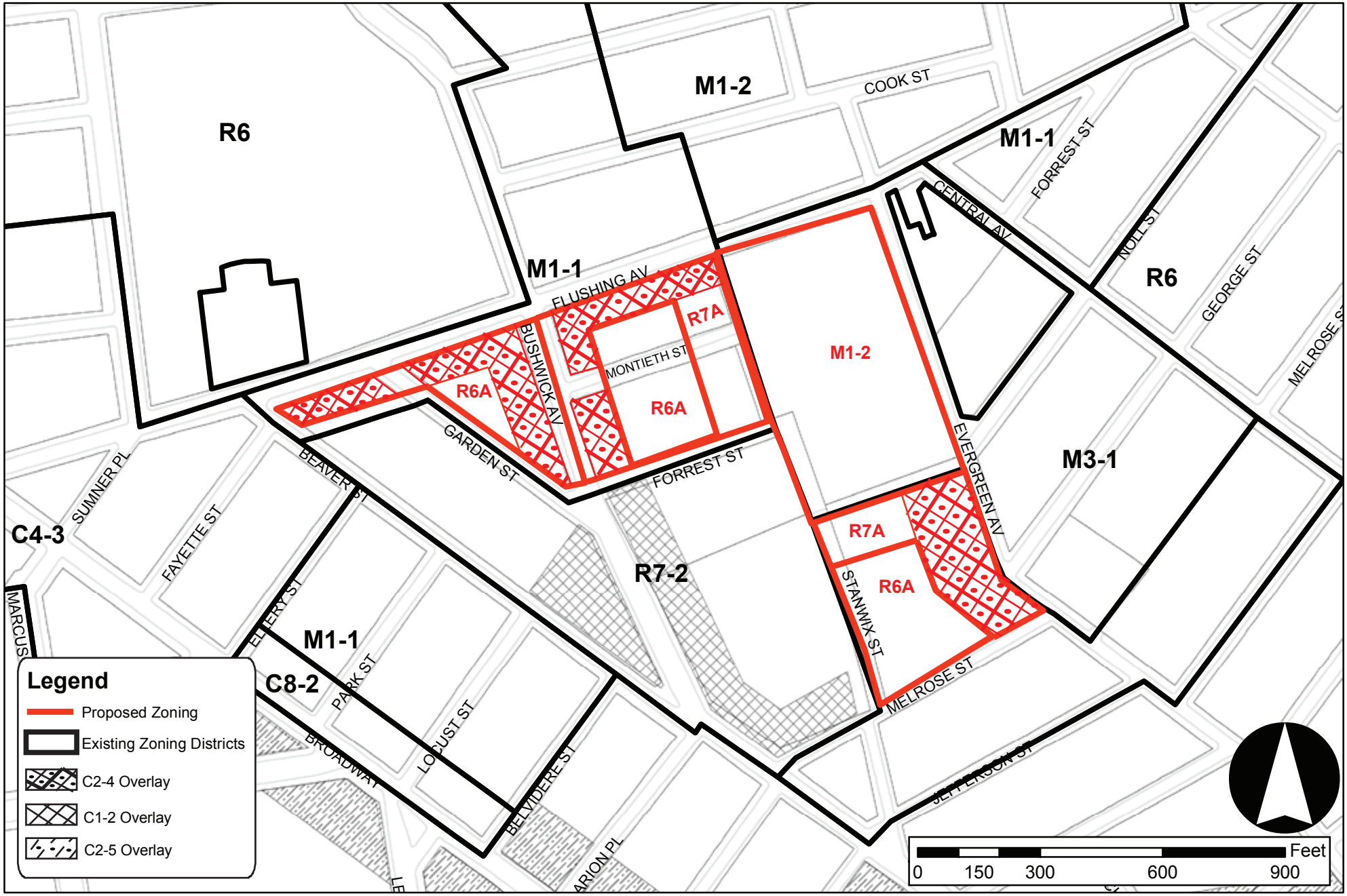
The proposed mapping action would connect the neighborhoods to the east and west of the project site. New access to the existing and proposed housing on Stanwix Street, Forrest Street and Noll Street would be provided through the proposed Stanwix Street extension. New sidewalks and streets would connect the proposed new neighborhood with neighborhoods to the east and allow for pedestrian and vehicle use. In addition, new infrastructure to support the existing and proposed developments can be placed in the newly mapped public streets.

IV. THE PROPOSED ACTION

In the Proposed Action area, the existing light manufacturing zoning designation would be changed to permit residential uses and the existing heavy manufacturing zoning would be changed to light manufacturing zoning. The existing M3-1 zoning is a heavy manufacturing use district, which permits use groups 5-18 as-of-right and has a maximum floor area ratio (FAR) of 2.0. The existing M1-1 zoning is a light manufacturing use district, which permits use groups 5-14, 16 and 17 as-of-right and has a maximum FAR of 1.0. This light manufacturing district usually acts as a buffer between M2 and M3 heavy manufacturing districts and adjacent residential or commercial districts.

Figure A-3 illustrates the proposed zoning designations, and the following provides a more detailed discussion of the zoning changes. Table A-3 below summarizes the key bulk controls regulations for the proposed zoning districts.

A section of the M1-1 zoning would be replaced with R6A zoning on Blocks 3137 and 3138 as well as on the midblock of Block 3141 and the western portion of Block 3152. R6A is a contextual residential district, which permits use groups 1-4 as-of-right and has a maximum FAR of 3.0 (2.7 to 3.6 with an Inclusionary Housing bonus). This zoning restricts building height to a maximum of 70 feet.



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Figure A-3

Proposed Zoning

TABLE A-3
Summary of Proposed Zoning Districts and Regulations

District	Maximum FAR	Streetwall (Min. base height/ Max. base Height	Maximum Building Height
Proposed R6A	Residential: 3.0 (2.7 to 3.6 FAR with Inclusionary Housing) Community Facility: 3.0 Commercial (when mapped with C2-4 overlay): up to 2.0	40 feet min. 60 feet max.	70 feet
Proposed R7A	Residential: 4.0 (3.45 to 4.6 FAR with Inclusionary Housing) Community Facility: 4.0 Commercial (when mapped with C2-4 overlay): up to 2.0	40 feet min. 65 feet max.	80 feet
Proposed M1-2	Community Facility: 4.8 Commercial/manufacturing: 2.0	Max. base height of 60 feet or four stories, whichever is less.	Controlled by sky exposure plane.

The M1-1 zoning on Block 3139 would be replaced by an R7A district along the Flushing Avenue, Bushwick Avenue, Stanwix Street, and a portion of the Montieth Street frontages. An R6A district would also be mapped on Block 3139 along Montieth Street at a depth of 100 feet. Another part of the M1-1 zoning would be replaced with R7A zoning on the majority of Block 3139. An R7A district would replace the M1-1 zoning along the Evergreen Avenue, Stanwix Street, and Noll Street frontages of Block 3152 and the Stanwix Street and Bushwick Avenue frontages of Block 3141, all to a depth of 100 feet. R7A is also a contextual residential district, which also permits use groups 1-4 as-of-right but has a higher FAR than the R6A district with a maximum FAR of 4.0 (3.45 to 4.6 with an Inclusionary Housing bonus). This zoning district restricts building height to a maximum of 80 feet.

A C2-4 commercial overlay would be mapped on the Proposed Action area blocks that have frontage on Flushing Avenue, Bushwick Avenue and a portion of Garden Street and Evergreen Avenue to a depth of 100 feet. The C2-4 commercial overlay permits certain commercial uses on the first two floors with a maximum FAR of 2.0, when mapped in R6 and R7 districts. C2-4 commercial districts are mapped close to the Proposed Action area on Bushwick Avenue, Melrose Street and Beaver Street.

The M3-1 zoning on Block 3140 would be replaced with an M1-2 light manufacturing district, which, allows use groups 5-14, 16 and 17 as-of-right and has a maximum FAR of 2.0. The M1-2 zoning light manufacturing district would be an appropriate buffer zoning district between the heavier industrial M3-1 zoning district to the east and the proposed R6A and R7A residential districts to the west and south.

As shown in Figure A-3, the proposed rezoning area is adjacent to an existing R7-2 district located west of Stanwix Street and an R6 district south of Jefferson Street, one block from the project site; therefore, the proposed rezoning would extend residential zoning with a similar district (R7A, R6A) onto an additional four and a quarter block area. As also shown in the zoning figures, the proposed C2-4 commercial overlay district along the Bushwick, Flushing and Evergreen Avenue frontages of Blocks 3137, 3138, 3139, 3141 and 3152 would extend the existing C2-4 overlay districts along Bushwick Avenue, immediately to the south of the rezoning area, and be similar to C1-3 overlay districts mapped along Central Avenue on the west side, between Troutman Street and Willoughby Avenue and on the east side between Starr Street and Dekalb Avenue.

V. REASONABLE WORST-CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the possible effects of the Proposed Action, a reasonable worst-case development scenario was established for both the current zoning (Future No-Action) and proposed zoning (Future With-Action) conditions projected to the build year of 2016. The incremental difference between the Future No-Action and Future With-Action conditions are the basis of the impact category analyses of this Environmental Assessment Statement.

To determine the With-Action and No-Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development, as discussed below.

Development Site Criteria

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites. These include known development proposals, past development trends, and the development site criteria described below. Generally, for an area-wide rezoning, new development can be expected to occur on selected, rather than all, sites within the rezoning area. The first step in establishing the development scenario was to identify those sites where new development could reasonably occur.

Development sites were identified based on the following criteria:

- Lots located in areas where an increase in permitted Floor Area Ratio (FAR) is proposed; AND
- with a total lot size greater than or equal to approximately 2,500 square feet (including potential assemblages totaling 2,500 square feet or more if assemblage seems probable); AND
- constructed to less than half of the FAR allowed by the proposed zoning.
- Vacant, partially vacant and underutilized buildings that have not been recently improved.
- Auto-related uses including: parking lots, auto repair shops and gas stations.

The development scenario's universe of sites was further refined by eliminating sites with the following conditions:

- Schools (public and private), municipal libraries, government offices, community gardens, and houses of worship.
- Recent major investment, including new construction, conversion, or renovation.
- Buildings with six or more residential units, due to required relocation of tenants in rent-stabilized units.
- Buildings within the historic district which, under advisement from the Landmarks Preservation Commission (LPC), could not be demolished or receive significant enlargements.

Definition of Projected and Potential Development

To produce a reasonable, conservative estimate of future growth, the development sites were further divided into two categories - projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the analysis period (build year 2016) because of known development plans for such sites, their relatively low FAR and current utilization, and relatively large size. Potential sites are considered less likely to be developed over the same period because of their relatively higher FARs, existing utilization, and generally more cumbersome means of development.

This Environmental Assessment Statement assesses both density-related and site specific potential impacts from the development on all projected development sites. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impact on traffic, air quality, community facilities, and open space. Site specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site specific impacts include potential noise impacts from development, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites by the build year; therefore, these sites have not been included in the density-related impact assessments. However, specific review of site specific impacts for these sites has been conducted in order to ensure a conservative analysis.

Eleven development sites (8 projected and 3 potential) have been identified in the rezoning area. Figure A-4 shows these projected and potential development sites, and Table A-4 at the end of this attachment identify the uses expected to occur on each of those sites under future No-Action and future With-Action conditions. Table A-5 below provides a summary of the RWCDS for each analysis scenario.

The Future Without the Proposed Action (No-Action Conditions)

Within the proposed rezoning area, little change in manufacturing development has occurred over the last two decades, even with the presence of available vacant sites. Absent the Proposed Action, it is projected that no new development would occur on the projected and potential development sites and existing uses are expected to remain.

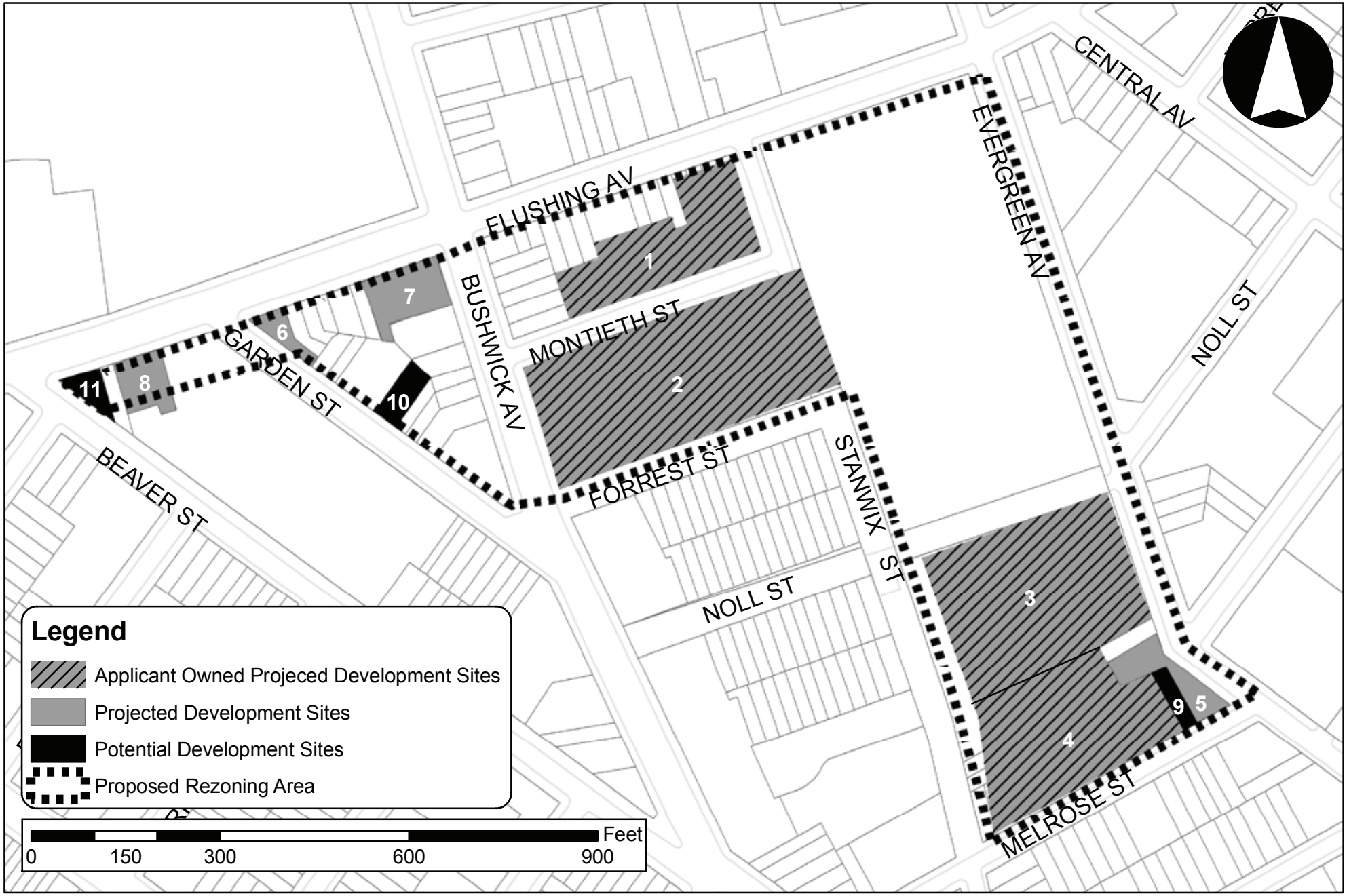
The Future With the Proposed Action (With-Action Conditions)

Defining the Reasonable Worst Case Development Scenario for Environmental Analysis

The Proposed Action would allow for the development of new uses and higher densities at the projected and potential development sites. In the future with the Proposed Action, it is expected that a total of approximately 1,076 dwelling units and 74,194 zsf (net) of local retail

Table A-5 below provides a summary of the RWCDS (increment) for projected development sites. Detailed information on the RWCDS for each of the 8 projected development sites, as well as the 3 potential development sites, is provided in Table A-4.

The reasonable worst-case development scenarios defined above represent the upper bounds of residential, retail, and parking uses for the purposes of impact analysis.



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Figure A-4

RWCDS Projected & Potential Development Sites

Table A-5: Summary of RWCDS (Increment)

Site	Residential (zsf)	DUs	Inclusionary DUs	Retail (zsf)	Accessory Parking Spaces
1*	132,290	132	26	16,058	60
2*	326,426	326	65	17,010	150
3*	299,149	300	60	17,960	137
4*	219,134	219	44	3,154	103
5	36,581	37	7	8,292	16
6	15,331	15	3	4,739	7
7	29,150	29	6	7,414	14
8	18,013	18	4	-433	8
TOTAL	**1,076,074**	**1,076**	**215**	**74,194**	**495**

*Applicant's site

A total of 3 other sites were considered less likely to be developed within the foreseeable future, and were thus considered potential development sites (Table A-4). The potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognizes that a number of potential sites could be developed under the Proposed Action in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDS. The potential sites are therefore also addressed in the EAS for site-specific effects.

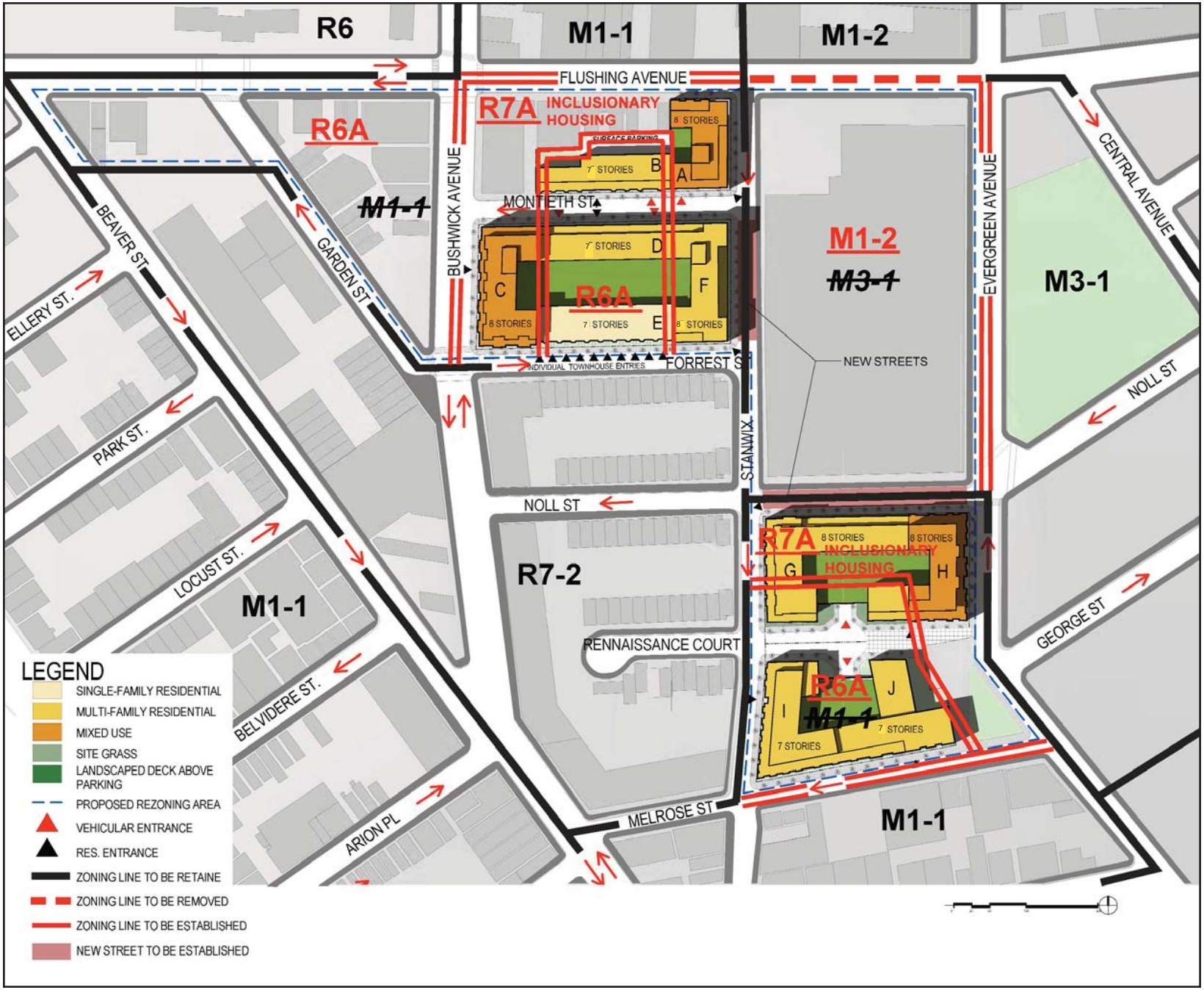
As such, the environmental impact statement document will analyze the projected developments for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as shadows, hazardous materials, air quality, and noise.

Project Site

The proposal by the applicant consists of approximately 977 units and 54,182 zsf of retail contained in ten residential and mixed-use buildings. Twenty percent of the units would be affordable (195 units), 47 of which would be set aside for senior housing. However, for conservative analysis purposes, the 47 senior units will be analyzed as typical affordable units. The height of the applicant's proposed developments is expected to be 4 stories for the low rise building facing Forrest Street, 5-7 stories for the buildings facing local streets (Montieth St., Stanwix St., Noll St. and Melrose St.) and 7-8 stories for the apartment buildings facing major avenues (Bushwick Av. and Evergreen Av.). However, for conservative analysis purposes, it is assumed that all buildings on the applicant's property would be built to the maximum permitted height of 70 to 80 feet (see Figure A-5). The proposed project would also include a total of 450 accessory parking spaces.

Projected Development Sites

In addition to the applicant owned sites, it is anticipated that the proposed action would result in the development of sites 5-8. Sites 5-8 are projected to be developed with 99 DUs (of which 20 will be affordable). This development would be required to provide 45 accessory parking spaces. Sites 5-8 would be mapped with a C2-4 commercial overlay and would result in approximately 20,013 zsf (net) of local retail. It is assumed for analysis purposes that these buildings would be developed pursuant to the maximum permitted FAR and height of the R6A and R7A zoning regulations.



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Figure A-5

Proposed Site Plan for Applicant's Site
For Illustrative Purposes Only

The incremental difference between the future with-action and future no-action development scenarios (build year 2016) for all projected development sites is an increase of 1,076 DUs (of which 215 would be considered affordable), 74,194 zsf of local retail, and a decrease of 129,513 of vacant lot area, 53,895 sf of vehicle/open storage/parking, and 79,915 zsf of industrial/manufacturing (mainly accessory manufacturing uses and a vacant manufacturing building) (see Table A-4). Based on 2010 Census Data for a half mile radius around the rezoning area, it is projected that the average household size for the projected residential development would be approximately 2.95 persons per dwelling unit. With the projected developments combined, the Proposed Action would add approximately 3,174 new residents. In addition, applying space occupancy rates typically used in CEQR documents (3 employees/1,000 sf of retail), the Proposed Action would generate approximately 223 new employees. Also using typical rates, the Proposed Action would remove 46 employees from the projected development sites. This would result in a net increase of 177 employees in the proposed rezoning area. It is assumed that the average dwelling unit size would be 1,000 sf, per DCP's standard guidelines.

Street Mapping

As part of the proposed project, in the future with the Proposed Action, portions of Stanwix Street and Noll Street would be remapped and opened to through traffic (see Figure A-5). The mapping would allow better access to the proposed mixed use development and restore the street grid at this location. The applicant proposes to map and formally bestow to the City the unbuilt section of Stanwix Street between Montieth Street and Forrest Street and the unbuilt section of Noll Street between Evergreen Avenue and Stanwix Street. At present, these portions of the unmapped Stanwix and Noll Streets are inaccessible to the public and to public traffic.

Stanwix Street would have a mapped width of 50 feet, including a 30-foot travel way and two 10-foot sidewalks. Noll Street would also have a width of 50 feet, including a 30-foot travel way and two 10-foot sidewalks. These widths are consistent with the adjacent streets connecting to these newly mapped street segments. The NYCDCP and NYCDOT have consulted on the area's circulation plan and recommended the opening of these newly mapped streets. In conjunction with this mapping, selected one-way streets within the study area would change in direction. Montieth Street would change from eastbound operation to westbound operation, Forrest Street would change from westbound operation to eastbound operation and Stanwix Street would change from northbound operation to southbound operation in the vicinity of the project site.

As discussed above, the street mapping would achieve a number of benefits: the neighborhoods to the east and west of the project site would be visually connected. New access to the existing and proposed housing on Stanwix Street, Forrest Street and Noll Street would be provided through the proposed Stanwix Street. New sidewalks and streets would connect the proposed new neighborhood with neighborhoods to the east and allow for pedestrian and vehicle use. In addition, new infrastructure to support the proposed developments can be placed in the newly mapped public streets.

VI. REQUIRED APPROVALS AND REVIEW PROCEDURES

The Proposed Actions require City Planning Commission (CPC) and City Council approvals through the Uniform Land Use Review Procedure (ULURP), and include the following:

- A zoning map amendment to change the zoning in an approximately 6 block area from M3-1 and M1-1 to M1-2, R6A and R7A with a C2-4 commercial overlay district mapped along the

Bushwick, Flushing and Evergreen Avenue frontages of Blocks 3137, 3138, 3139, 3141 and 3152 to a depth of 100 feet (portions of Flushing Avenue east of Bushwick Avenue would be mapped to a depth of 87 feet).

- A change to the official City Map to establish the section of Stanwix Street from Montieth Street to Forrest Street and the section of Noll Street between Evergreen Avenue and Stanwix Street as mapped streets.
- A zoning text amendment, which modifies Section 23-922 of the NYC Zoning Resolution to make the appropriate R6A and R7A districts "Inclusionary Housing designated areas."

These actions are subject to the City Environmental Quality Review (CEQR) procedures, as well as the Uniform Land Use Review Procedure (ULURP). ULURP is a process that allows public review of Proposed Actions at four levels: the Community Board, the Borough President, the City Planning Commission and, if applicable, the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of seven months. Through CEQR, agencies review discretionary actions for the purpose of identifying the effects those actions have on the environment.

Table A-4
RWCDS for Projected and Potential Development Sites

Site Data									Existing Condition								
Site Number	Block	Lot	Address	Lot Area	Bldg Area	FAR	Land Use Description	Zoning	Industrial/ Manufacturing/ Warehouse	Vacant Land	Wholesale	Commercial (Office)	Commercial (Retail/ Other) (ZSF)	Public / Community Use	Residential (ZSF)	DUs	Vehicle/Open Storage
	3139	18	902 Flushing Ave	1,452	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,452
1		19	904 Flushing Ave	2,065	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,065
		20	906 Flushing Ave	2,053	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,053
		21	908 Flushing Ave	2,041	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,041
		23	Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
		24	35 Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
		25	Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
		26	31 Montieth St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		27	29 Montieth St	1,600	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,600
		28	27 Montieth St	1,833	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,833
		29	25 Montieth St	1,833	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,833
		30	23 Montieth St	1,833	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,833
		31	21 Montieth St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		32	19 Montieth St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		33	17 Montieth St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		34	15 Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
		35	13 Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
		36	11 Montieth St	1,875	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,875
				35,960													**35,960**
2	3141	1	501 Bushwick Ave	12,204	0	0.00	Vacant Land	M1-1		12,252							
		5	489 Bushwick Ave	1,782	0	0.00	Vacant Land	M1-1		1,775							
		6	485 Bushwick Ave	1,768	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,775
		7	483 Bushwick Ave	1,753	0	0.00	Vacant Land	M1-1		1,760							
		8	479 Bushwick Ave	1,739	1,235	0.71	Industrial	M1-1	1,235								
		10	10 Montieth St	2,500	0	0.00	Vacant Land	M1-1		2,500							
		11	12 Montieth St	2,500	0	0.00	Vacant Land	M1-1		2,500							
		12	14 Montieth St	2,815	0	0.00	Vacant Land	M1-1		2,810							
		14	18 Montieth St	2,646	0	0.00	Vacant Land	M1-1		2,620							
		15	20-24 Montieth St	7,500	0	0.00	Vacant Land	M1-1		7,500							
		18	Montieth St	3,750	0	0.00	Vacant Land	M1-1		3,750							
		20	Montieth St	3,750	0	0.00	Vacant Land	M1-1		3,750							
		21	32 Montieth St	2,500	0	0.00	Vacant Land	M1-1		2,500							
		22	34 Montieth St	2,500	0	0.00	Vacant Land	M1-1		2,500							
		23	36 Montieth St	24,409	0	0.00	Vacant Land	M1-1		24,300							
		36	15 Forrest St	10,168	0	0.00	Vacant Land	M1-1		10,200							
				84,284	**1,235**				**1,235**	**80,717**							**1775**
3	3152	3 [1]	80 Evergreen Ave	74,639	77,680	1.04	Industrial	M1-1	77,680								
		48 [1]	123 Melrose St	632	0	0.00	Vacant Land	M1-1		632							
				75,271	**77,680**				**77,680**	**632**							
4	3152	1	28-32 Stanwix St	1,348	0	0.00	Vacant Land	M1-1		1,348							
		2	Stanwix St	2,068	0	0.00	Vacant Land	M1-1		2,068							
		3 [1]	80 Evergreen Ave	29,223	0	0.00	Vacant Land	M1-1		23,115							
		45	127 Melrose St	2,500	0	0.00	Vacant Land	M1-1		2,500							
		48 [1]	123 Melrose St	9,378	0	0.00	Vacant Land	M1-1		9,378							
		56	109 Melrose St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		58	107 Melrose St	5,000	0	0.00	Vehicle Storage/Parking Lot	M1-1									5,000
		62	Melrose St	2,500	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,500
		63	97 Melrose St	1,975	0	0.00	Vehicle Storage/Parking Lot	M1-1									1,975
		64	95 Melrose St	2,163	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,135
		66	Melrose St	2,061	0	0.00	Vehicle Storage/Parking Lot	M1-1									2,050
				60,716						**38,409**							**16,160**
5	3152	36	96 Evergreen Ave	1,865	0	0.00	Vacant Land	M1-1		1,865							
		37	98 Evergreen Ave	2,200	0	0.00	Vacant Land	M1-1		2,200							
		38	100-108 Evergreen Ave	2,400	0	0.00	Vacant Land	M1-1		2,400							
		41	Evergreen Ave	790	0	0.00	Vacant Land	M1-1		790							
		43	Melrose St	2,500	0	0.00	Vacant Land	M1-1		2,500							
				9,755						**9,755**							
6	3138	20	846 Flushing Ave	3,300	1,000	0.30	Auto Repair	M1-1	1,000								
		22	848 Flushing Ave	2,275	0	0.00	Auto Repair	M1-1									
				5,575	**1,000**				**1,000**								
7	3138	32	860 Flushing Ave	10,600	1,596	0.15	Gas Station	M1-1					1,596				
8	3137	56	832 Flushing Ave	6,550	6,000	0.92	Commercial/Supermarket	M1-1					6,000				
			Projected Sites Total	**288,711**	**87,511**				**79,915**	**129,513**	**0**	**0**	**7,596**	**0**	**0**	**0**	**53,895**

POTENTIAL SITES **EXISTING CONDITION**

Site Number	Block	Lot	Address	Lot Area	Bldg Area	FAR	Land Use Description	Zoning	Industrial/ Manufacturing/ Warehouse	Vacant Space in Bldg	Commercial (Wholesale)	Commercial (Office)	Commercial (Retail/ Other) (ZSF)	Public / Community Use	Residential (ZSF)	DUs	Public Parking Spaces
9	3152	44	131 Melrose St	2,500	3,400	1.36	Industrial	M1-1	3,400								
10	3138	11	31 Garden St	4,000	2,475	0.62	Residential	M1-1							2,475	9	
11	3137	51	818 Flushing Ave	2,880	2,880	1.00	Commercial	M1-1					2,880				
			Potential Sites Total	**9,380**	**8,755**				**3,400**				**2,880**		**2,475**	**9**	

Table A-4a
RWCDS for Projected and Potential Development Sites

Future Without -Action Condition

Site Number	MAX Allowable FAR	Built FAR	Sites with Change from Existing to No-Action	Building Area (SF)	Industrial/ Manufacturing/ Warehouse	Vacant Land	Wholesale	Commercial (Office)	Commercial (Retail/ Other) (ZSF)	Public/ Community Use	Residential (ZSF)	DUs	Vehicle/Open Storage	AccessoryParking Spaces
	1.0	0.00		0									1,452	
1	1.0	0.00		0									2,065	
	1.0	0.00		0									2,053	
	1.0	0.00		0					0				2,041	
	1.0	0.00		0									1,875	
	1.0	0.00		0									1,875	
	1.0	0.00		0									1,875	
	1.0	0.00		0									2,500	
	1.0	0.00		0									1,600	
	1.0	0.00		0									1,833	
	1.0	0.00		0									1,833	
	1.0	0.00		0									1,833	
	1.0	0.00		0									2,500	
	1.0	0.00		0									2,500	
	1.0	0.00		0									2,500	
	1.0	0.00		0									1,875	
	1.0	0.00		0									1,875	
	1.0	0.00		0									1,875	
													35,960	
2	1.0	0.00		0		12,252								
	1.0	0.00		0		1,775								
	1.0	0.00		0									1,775	
	1.0	0.00		0		1,760								
	1.0	0.71		1,235	1235									
	1.0	0.00		0		2,500								
	1.0	0.00		0		2,500								
	1.0	0.00		0		2,810								
	1.0	0.00		0		2,620								
	1.0	0.00		0		7,500								
	1.0	0.00		0		3,750								
	1.0	0.00		0		3,750								
	1.0	0.00		0		2,500								
	1.0	0.00		0		2,500								
	1.0	0.00		0		24,300								
	1.0	0.00		0		10,200								
					1235	**80,717**							**1,775**	
3	1.0	1.04		77,680	77,680									
	1.0	0.00		0		632								
					77,680	632								
4	1.0	0.00		0		1,348								
	1.0	0.00		0		2,068								
	1.0	0.00		0		23,115								
	1.0	0.00		0		2,500								
	1.0	0.00		0		9,378								
	1.0	0.00		0									2,500	
	1.0	0.00		0									5,000	
	1.0	0.00		0									2,500	
	1.0	0.00		0									1,975	
	1.0	0.00		0									2,135	
	1.0	0.00		0									2,050	
	1.0	0.00		0										
						38,409							**16,160**	
5	1.0	0.00		0		1,865								
	1.0	0.00		0		2,200								
	1.0	0.00		0		2,400								
	1.0	0.00		0		790								
	1.0	0.00		0		2,500								
						9,755								
6	1.0	0.30		1,000	1,000									
	1.0	0.00		0										
				1,000	**1,000**									
7	1.0	0.15		1,596					1596					
8	1.0	0.92		6,000					6,000					
				88,511	**79,915**	**129,513**	**0**	**0**	**7,596**	**0**	**0**	**0**	**53,895**	**0**

POTENTIAL SITES

Site Number	MAX Allowable FAR	Built FAR	Sites with Change from Existing to No-Action	Building Area (SF)	Industrial/ Manufacturing/ Warehouse	Vacant Land	Wholesale	Commercial (Office)	Commercial (Retail/ Other) (ZSF)	Public/ Community Use	Residential (ZSF)	DUs	Public Parking Spaces	AccessoryParking Spaces
9	1	0.11		3,400	3,400									
10	1	0.10		2,475							2,475	9		
11	1	0.09		2,880					2,880					
			Potential Sites Total	**8,755**	**3,400**				**2,880**		**2,475**	**9**		

Table A-4b
RWCDS for Projected and Potential Development Sites

Future With-Action Condition

PROJECTED SITES

Site Number	Development Type	Proposed Zoning	Proposed Built FAR	Lot Area	Industrial/ Manufacturing/ Warehouse	Wholesale	Commercial (Office)	Commercial (Retail) (ZSF)[2]	Public/ Community Facility	Residential (ZSF)	Total DUs[3]	Inclusionary DUs[4]	Public Parking Spaces	AccessoryParking Spaces
	New construction	R7A/C2-4	4.6/2.0	18,892				16,058		70,845	71	14		32
1		R6A	3.6	17,068						61,445	61	10		29
				35,960				16,058		132,290	132	26		60
2	New construction	R7A/C2-4	4.6/2.0	20,012				17,010		75,045	75	15		34
		R7A	4.6	20,002						92,009	92	18		41
		R6A	3.6	44,270						159,372	159	32		75
				84,284				17,010		326,426	326	65		150
3	New construction	R7A/C2-4	4.6/2.0	21,129				17,960		79,234	79	16		36
		R7A	4.6	25,004						115,018	115	23		52
		R6A	3.6	29,138						104,897	105	21		49
				75,271				17,960		299,149	299	60		137
4	New construction	R7A/C2-4	4.6/2.0	3,710				3,154		13,913	14	3		6
		R6A	3.6	57,006						205,222	205	41		96
				60,716				3,154		219,134	219	44		103
5	New construction	R7A/C2-4	4.6/2.0	9,755				8,292		36,581	37	7		16
6	New construction	R6A/C2-4	3.6/2.0	5,575				4,739		15,331	15	3		7
7	New construction	R6A/C2-4	3.6/2.0	10,600				9,010		29,150	29	6		14
8	New construction	R6A/C2-4	3.6/2.0	6,550				5,568		18,013	18	4		8
					0	**0**	**0**	**81,790**	**0**	**1,076,074**	**1,076**	**215**		**495**

[1] Portion of Lot 3

[2] Assuming 1.0 FAR with 15% of floor area designated to residential uses (lobbies, etc.)

[3] Assuming 1,000 sf/DU

[4] Assuming 20% of Proposed Max. Floor Area

POTENTIAL SITES

Site Number	Development Type	Proposed Zoning	Proposed Built FAR	Lot Area	Industrial/ Manufacturing/ Warehouse	Wholesale	Commercial (Office)	Commercial (Retail) (ZSF)	Public/ Community Facility	Residential (ZSF)	Total DUs	Inclusionary DUs	Public Parking Spaces	AccessoryParking Spaces
9	New construction	R7A/C2-4	4.6/2.0	2,500				2,125		9,375	9	2		4
10	New construction	R6A	3.6	4,000				0		18,400	18	4		8
11	New construction	R6A/C2-4	3.6/2.0	2,880				2,448		10,800	11	2		5
				9,380				**4,573**		**38,575**	**39**	**8**		**18**

Table A-4c
RWCDS Projected and Potential Development Sites

Increment												
PROJECTED SITES												
Site Number	**Industrial/ Manufacturing/ Warehouse**	**Vacant Land**	**Vehicle/Open Storage**	**Wholesale**	**Commercial (Office)**	**Commercial (Retail) (ZSF)**	**Community Facility**	**Residential (ZSF)**	**DUs**	**Inclusionary DUs [4]**	**Public Parking Spaces**	**AccessoryParking Spaces**
1			-35,960			16,058		132,290	132	26	0	60
2	-1,235	-80,717	-1775			17,010		326,426	326	65	0	150
3	-77,680	-632				17,960		299,149	299	60	0	137
4		-38,409	-16,160			3,154		219,134	219	44	0	103
5		-9,755				8,292		36,581	37	7	0	16
6	-1,000					4,739		15,331	15	3	0	7
7						7,414		29,150	29	6	0	14
8						-433		18,013	18	4	0	8
Projected Sites Total	**-79,915**	**-129,513**	**-53,895**	**0**	**0**	**74,194**	**0**	**1,076,074**	**1,076**	**215**	**0**	**495**

[1] Portion of Lot 3

[2] Assuming 1.0 FAR with 15% of floor area designated to residential uses (lobbies, etc.)

[3] Assuming 1,000 sf/DU

[4] Assuming 20% of Proposed Max. Floor Area

POTENTIAL SITES

Site Number	Industrial/ Manufacturing/ Warehouse	Vacant Land	Vehicle/Open Storage	Commercial (Wholesale)	Commercial (Office)	Commercial (Retail/ Other) (ZSF)	Community Facility	Residential (ZSF)	DUs	Inclusionary DUs	Public Parking Spaces	AccessoryParking Spaces
9	-3,400					2,125		9,375	9	2		4
10								15,925	9	4		8
11						-432		10,800	11	2		5
Potential Sites Total	**-3,400**					**1,693**		**36,100**	**30**	**8**		**18**

Additional Technical Information for EAS Part II

Additional Technical Information for EAS Part II

A. Land Use, Zoning and Public Policy

Under New York City Environmental Quality Review (CEQR), a land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action. The analysis also considers the action's compliance with and effect on the area's zoning and other applicable public policies. Even when there is little potential for an action to be inconsistent or affect land use, zoning, or public policy, a description of these issues is appropriate to establish conditions and provide information for use in other technical areas. A detailed assessment of land use is appropriate if the action would result in a significant change in land use or would substantially affect regulation or policies governing land use.

The Proposed Action includes zoning map and zoning text amendments that would affect five full blocks and a portion of one block in Bushwick, Brooklyn. In addition, a number of public policies are applicable to portions of the rezoning area and the quarter-mile study area, including urban renewal area, industrial business zones, etc. Therefore, consistent with the guidelines of the *2012 CEQR Technical Manual*, an assessment of land use, zoning and public policy is warranted, and will be provided in the EIS, as described in the Draft Scope of Work.

B. Socioeconomic Conditions

According to the *CEQR Technical Manual,* the five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries. According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if an action would directly displace a residential population, substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if an action would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area.

As detailed in the Draft Scope of Work, the following describes the level of assessment that is warranted and the scope of analysis for the five principal socioeconomic issues of concern.

Direct Residential Displacement

The Proposed Action would not directly displace any residents from any of the projected development sites identified as part of the RWCDS. Therefore, the Proposed Action would not result in significant adverse impacts due to direct residential displacement, and no further analysis of this issue is required.

Direct Business Displacement

The Proposed Action would result in the direct business displacement on five of the eight projected development sites. The businesses that would be directly displaced by the Proposed Action conduct a variety of business activities and include auto service and transportation-related establishments, warehouse uses, and retail. Collectively, the employment displaced from the projected development sites is not expected to exceed the 100-employee CEQR threshold warranting analysis, however, as detailed in the Draft Scope of Work, a preliminary assessment of direct business displacement will be provided in the EIS. It should be noted that the businesses located on the projected development sites are not unusually unique or important to a specific industry and could be located elsewhere in the City.

Indirect Residential Displacement

The Project Action would result in a net increment of more than 200 new residential units, which is the *CEQR Technical Manual* threshold for assessing the potential indirect effects of an action. Therefore, an assessment of indirect residential displacement will be provided in the EIS, as described in the Draft Scope of Work.

Indirect Business Displacement

The concern with respect to indirect business and institutional displacement is whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses or institutions to remain in the area. Although the Proposed Action would not introduce over 200,000 square feet of new commercial and community facility uses to the project area, it would introduce 1,076 residential dwelling units that could alter socioeconomic conditions in the study area. Therefore, as described in the Draft Scope of Work an assessment of indirect business and institutional displacement will be provided in the EIS.

Adverse Effects on Specific Industries

Based on the guidelines in the *CEQR Technical Manual*, a preliminary assessment of effects on specific industries will be conducted to determine whether the Proposed Action would significantly affect business conditions in any industry or category of businesses within or outside the study area, or whether the Proposed Action would substantially reduce employment or impair viability in a specific industry or category of businesses.

C. Community Facilities and Services

As defined for CEQR analysis, community facilities are public or publicly funded schools, libraries, child care centers, health care facilities and fire and police protection. An action can affect facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The Proposed Action would not result in the direct displacement any existing community facilities or services, nor would it affect the physical operations of or access to and from any police or fire stations. As per the *CEQR Technical Manual*, depending on the size, income characteristics, and age distribution of the new population, an action may have indirect effects on public schools, libraries, or child care centers. A discussion of the Proposed Action's potential effects on community facilities is provided below. The RWCDS for the Proposed Action would result in the addition of a maximum of 1,076 residential units (compared to No-Action) to the area, of which 215 would be considered affordable.

Public Schools

If an action introduces less than 50 elementary and middle school age children, or 150 high school students, an assessment of school facilities is not required. According to *CEQR Technical Manual* guidelines, in Brooklyn the 50-student threshold for analysis of elementary/middle school capacity is achieved if an action introduces at least 121 residential units; the threshold for analysis of high school capacity is 1,068 residential units. As the proposed 1,076 dwelling units exceeds the CEQR threshold for elementary, intermediate schools, and high schools, therefore, a detailed analysis will be provided in the EIS, as described in the Draft Scope of Work.

Libraries

According to the guidelines established in the *CEQR Technical Manual*, if a proposed action increases the number of residential units served by the local library branch by more than 5 percent, then an analysis of library services is necessary. In Brooklyn, the introduction of 734 residential units would represent a 5 percent increase in dwelling units per branch. As the RWCDS associated with the Proposed Action would result in the addition of up to 1,076 dwelling units to the study area compared to No-Action, it exceeds the CEQR threshold for a detailed analysis, a detailed analysis of libraries will be provided in the EIS, as described in the Draft Scope of Work.

Child Care Centers

The *CEQR Technical Manual* requires a detailed analysis of day care centers when a proposed action would produce substantial numbers of subsidized, low-to moderate-income family housing units that may therefore generate a sufficient number of eligible children to affect the availability of slots at public day care centers. Typically, proposed actions that generate 20 or more eligible children under age six require further analysis. According to Table 6-1b of the *2012 CEQR Technical Manual*, the number of dwelling units to yield 20 or more eligible children under age six in Brooklyn would be 110 affordable housing units. The RWCDS associated with the Proposed Action would result in to approximately 215 units would be affordable. As such, the Proposed Action triggers the threshold for an analysis of childcare centers, and a detailed analysis will be provided in the EIS, as described in the Draft of Scope Work.

Police/Fire Services and Health Care Facilities

According to the *CEQR Technical Manual*, a detailed analysis of police and fire services and health care facilities is required if a Proposed Action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As the Proposed Action would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police/fire services and health care facilities is not required. According, the EIS will not analyze indirect impacts on Police/Fire services and health care centers.

D. Open Space

Based on the *CEQR Technical Manual*, an open space assessment is typically warranted if an action would directly affect an open space, or if it would increase the population by more than:

- 350 residents or 750 workers in areas classified as “well-served areas;”
- 50 residents or 125 workers in areas classified as “underserved areas;”
- 200 residents or 500 workers in areas that are not within well-served or “underserved areas.

Maps in the Open Space appendix of the *2012 CEQR Technical Manual* identify the rezoning area is located in an underserved area. Thus, the analysis threshold used for the Proposed Action is for an area that is underserved. Based on 2010 Census Data for a half mile radius around the rezoning area, it is projected that the average household size for the projected residential development would be approximately 2.95 persons per dwelling unit. The Proposed Action would result in 3,174 new residents and 177 new workers (net) which would exceed the *2012* CEQR Technical Manual thresholds requiring detailed analysis. Therefore a detailed open space assessment for the residential and worker (day-time) populations generated by Proposed Action is warranted, and will be provided in the EIS, as described in the Draft Scope of Work.

E. Shadows

The *CEQR Technical Manual* requires a shadow assessment for a proposed action that would result in a new structure(s), or addition(s) to existing structure(s), that are greater than 50 feet in height and/or adjacent to an existing sunlight-sensitive resource. The Proposed Action would result in new development with buildings ranging in height from 70 to 80 feet, some of which would be located in the vicinity of sunlight sensitive resources. According to the *CEQR Technical Manual*, the longest shadow a structure will cast in New York City, except for periods close to dawn or dusk, is 4.3 times its height. As such, the Proposed Action would result in a maximum shadow radius of 344 feet. There are several publicly accessible open space resources within this radius and therefore, the Proposed Action would have the potential to cast new shadows on nearby open spaces. As discussed below, there are no historic resources within the 344 foot radius. As such, consistent with the guidelines of the *2012 CEQR Technical Manual*, an analysis of the new buildings’ potential to result in shadow impacts on open spaces in the area is warranted, and will be included in the EIS, as described in the Draft Scope of Work.

F. Historic and Cultural Resources

According to the *CEQR Technical Manual*, a historic resources assessment is required if there is the potential to affect either archaeological or architectural resources. According to *2012 CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the Proposed Action and in the area surrounding identified development sites.

There is one resource within 400 feet of the proposed rezoning area that is a designated Landmarks Preservation Commission (LPC) landmark; the William Uhlmer Brewery on Beaver and Locust Streets (see Figure 5). The William Uhlmer Brewery, formerly called the Vicelius & Ulmer's Continental Lagerbier Brewery, consists of three buildings that date from around 1872 and the architect was Theobald Engelhardt. One brewery building is located on the west side of Beaver Street between Beldivere and Locust. Ornamentation is minimal on this L-shaped 4-story brick building and includes windows with brick Romanesque compound arches, bays separated by brick pilasters, a Romanesque brick cornice, and star-shaped metal wall ties (see Figure 6). The second brewery building is located at 28-32 Locust Street. This 3-story building's facade is configured as a temple with the two upper stories divided into three bays separated by paired pilasters. While the base has minimal decoration, with restrained brick work and five large windows, the upper two floors have smaller arched windows with compound brick arches resting on brick bands. The third brewery building, the former Uhlmer Brewery Office, is located at 29 Beldivere Street. It is an eclectic 2-story brick and terra cotta structure with Romanesque details. The facade consists of three bays with a central 2-story entrance pavilion capped with a gabled brick cornice with decorative corbeling.

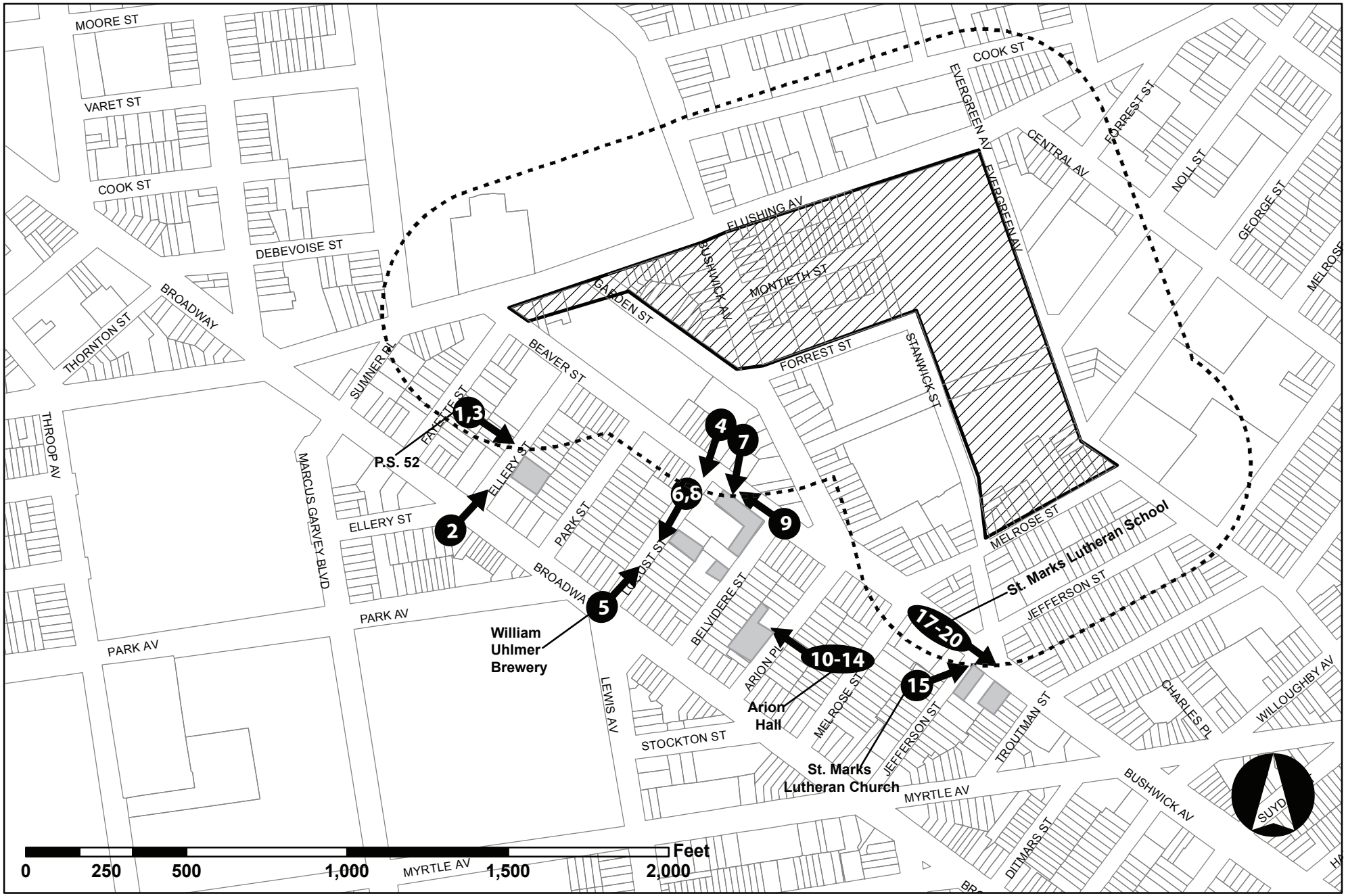
There are no other historic resources within 400 feet of the proposed rezoning area. There are three additional historic resources located immediately outside the 400-foot radius: The St. Mark's Lutheran Church and School, Arion Hall, and P.S. 52 (see Figure 5). All three resources may be considered eligible for S/NR and LPC listing. St. Mark's Lutheran Church and School is located at 626 Bushwick Avenue on the southwest corner of the intersection with Jefferson Street. The church is red brick with white terra cotta Victorian Gothic structure and a tall central tower capped with a copper spire that is visible for long distances down Bushwick Avenue. Arion Hall is located at 13 Arion Place and used to be a German social hall that housed a singing society, it is admired for its Romanesque and Italianate decorative elements. P.S. 52, at 330 Ellery Street, dates from around 1880 and was designed by the Superintendent of School Buildings at that time. The building is recognized for its unusual Queen Anne style brick and terra cotta structure and asymmetrical massing.

The Proposed Action and development associated with it are not expected to have any direct physical impacts on the William Uhlmer Brewery or any other historic resource, as it would not result in the physical destruction, demolition, damage, or alteration to any designated historic property. In addition, as discussed above, shadows cast by the Proposed Action would not reach any historic resources. Furthermore, any development resulting from the Proposed Action would not alter the setting or visual context of any historic resources, nor would it eliminate or screen publicly accessible views of any resources. Therefore, the Proposed Action is not expected to result in significant adverse impacts on architectural resources and a detailed analysis of historic resources is not required. In a letter dated June 6, 2012 (attached in Appendix A), LPC concurred that the Proposed Action would not result in significant adverse impacts to the resources discussed above. Accordingly, the EIS will not analyze impacts on architectural resources.

LPC determined that none of the projected and potential development sites where new in-ground disturbance is likely to occur are sensitive for potential archaeological resources (see June 6, 2012 letter in Appendix A). Therefore, there is no potential for significant adverse impacts to archaeological resources, and no further analysis is warranted. Accordingly, the EIS will not analyze impacts on archaeological resources.

G. Urban Design

The *CEQR Technical Manual* outlines an assessment of urban design when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements include streets, buildings, visual resources, open spaces, natural resources, wind, and sunlight. According to the *CEQR*



Rheingold Development Rezoning EAS

Figure 5

Site Photos Map Key



1) The front of the former P.S. 52 building from Ellery Street



2) Looking from Broadway and Ellery



3) The facade of the current building from Ellery Street



4) Ulmer Brewery from Beaver Street



5) Ulmer Brewery from Locust Street looking towards Beaver St



6) Looking down Locust Street



7) Looking southeast from corner of Beaver and Locust



8) Beaver Street facing south down Locust Street



9) On Beaver Street looking towards northwest



10) Arion Hall on 13 Arion Place



11) Arion Hall on 13 Arion Place



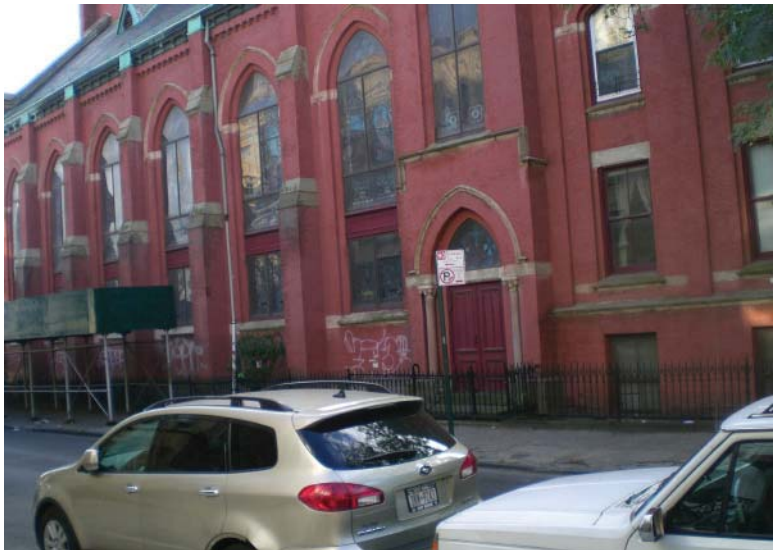
12) Arion Hall from Beaver and Arion Place



13) Front Entrance to Arion Hall



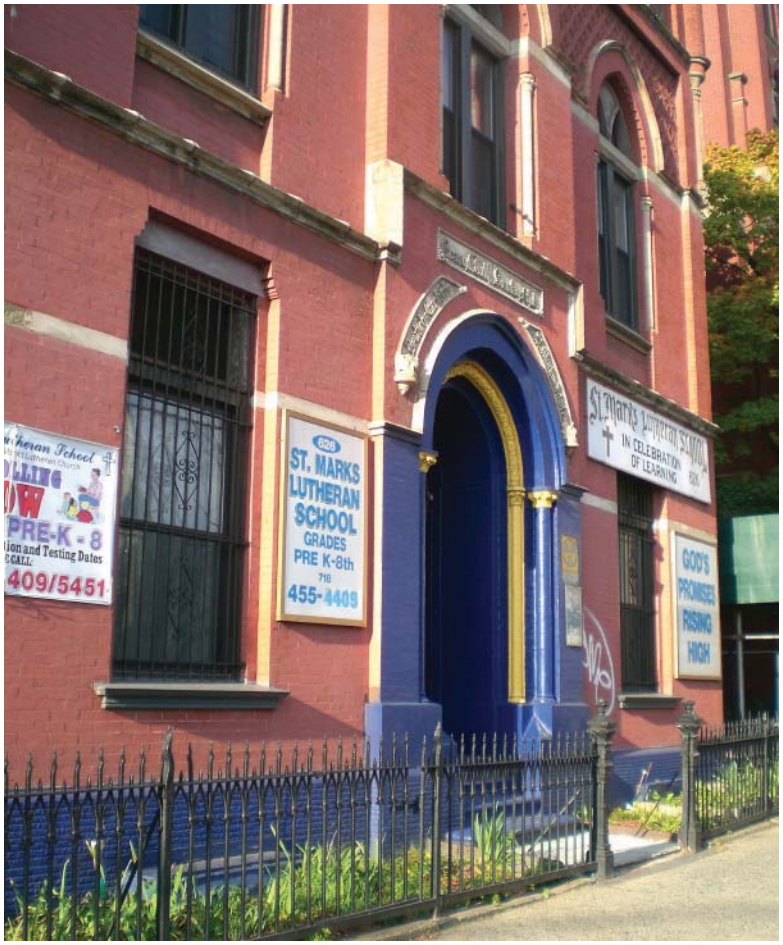
14) Arion Hall



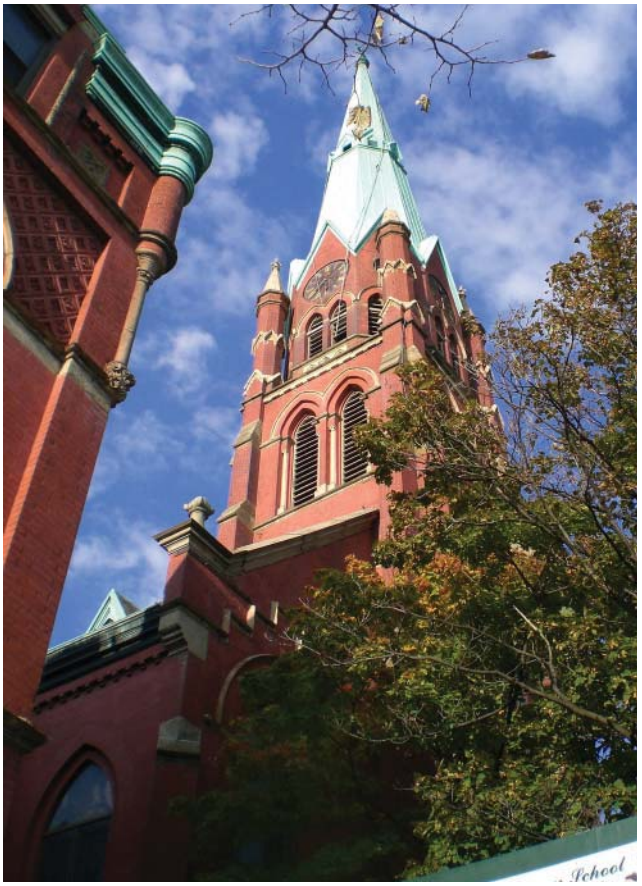
15) St. Marks Lutheran Church from Jefferson Street



16) St. Marks Lutheran Church from Jefferson Stree



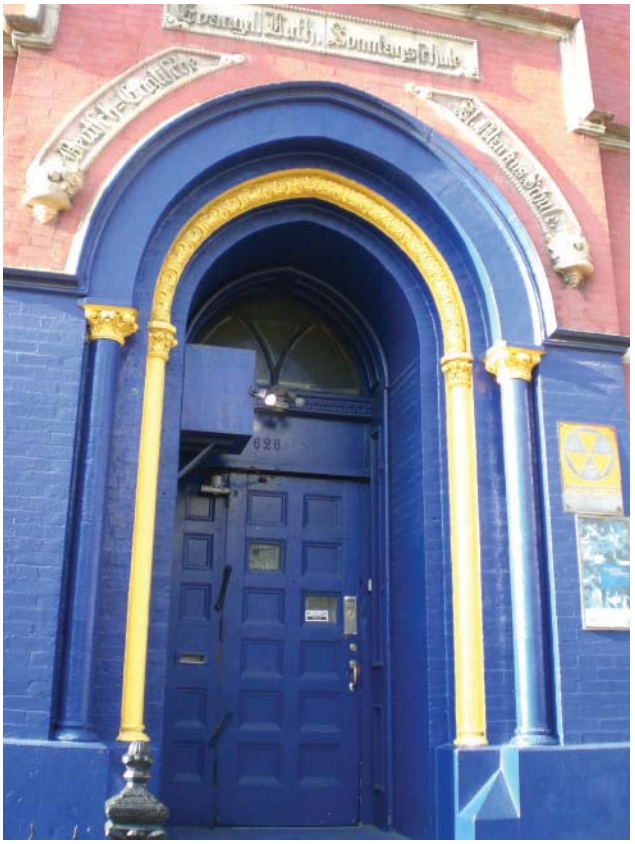
17) St. Marks Lutheran Church school entrance from Bushwick Street



18) St. Marks Lutheran Church Spire from corner of Bushwick and Jefferson



19) Scaffolding in front of church entrance



20) Close up of the school entrance

Technical Manual, a preliminary analysis of urban design and visual resources is considered appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: 1) projects that permit the modification of yard, height, and setback requirements; and 2) projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without the proposed action. CEQR stipulates a detailed analysis for projects that would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings.

The Proposed Action and subsequent development within the rezoning area would result in physical changes to the proposed rezoning area beyond the bulk and form currently permitted as-of-right. The Proposed Action includes zoning map and zoning text amendments that would affect 5 full blocks and a portion of one block in Bushwick, Brooklyn. These changes could affect a pedestrian's experience of public space, requiring an urban design assessment, and therefore a preliminary assessment of urban design and visual resources will be provided in the EIS, as described in the Draft Scope of Work.

H. Natural Resources

A natural resource is defined for CEQR as plant and animal species, and/or any area capable of providing habitat for plant and animal species or capable of supporting environmental systems and maintaining the City's environmental balance. These resources include surface and groundwater, drainage systems, wetlands, dunes and beaches, grasslands, woodlands, landscaped areas, gardens and some built structures used by wildlife.

As assessment of natural resources is appropriate if a natural resource exists on or near the project site, or if an action involves direct or indirect disturbance of that resource. The rezoning area is urbanized and developed. The eight development sites, which contain buildings, vehicle/open storage areas and vacant areas, do not contain any of the natural resources cited above. In addition, the sites are not immediately adjacent to any of these natural resource areas. Therefore, a detailed assessment of natural resources is not warranted.

I. Hazardous Materials

According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site and b) an action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials, thereby increasing the risk of human or environmental exposure. The following circumstances are examples of projects where a hazardous materials assessment is warranted:

- Rezoning (or other discretionary approvals such as variance) allowing commercial or residential uses in an area currently or previously zoned for manufacturing uses.
- Construction requiring soil disturbance in a manufacturing zone.
- Development within close proximity to a manufacturing zone or existing facilities (including nonconforming uses) listed in the Hazardous Materials Appendix in the *CEQR Technical Manual*.
- Rezoning to a residential or mixed-use district, if the area may have potentially stored, used, disposed of, or generated hazardous materials, such as an area in a C8 zoning district.
- Development on a vacant or underutilized site if there is a reason to suspect contamination, illegal dumping, or historic/urban fill.
- Renovation of interior existing space on a site with potential vapor intrusion from on-site or off-site sources; compromised air quality; or the presence of asbestos, PCBs, mercury, or lead-based paint.
- Development in an area with fill material of unknown origin. Fill material historically used in New York City includes dredged material that may contain petroleum, heavy metal, or PCB contamination and ash from the historical burning of garbage. In addition, former wetland areas or areas with fill material containing organic wastes may produce methane.
- Development on or near a government-listed or voluntary clean-up/brownfield site (e.g. solid waste landfill site, inactive hazardous waste site, NYSDEC Brownfield Cleanup Program or Local Brownfield

Cleanup Program site), current or former power generating/transmitting facilities, municipal incinerators, coal gasification or gas storage sites, or railroad tracks/rights-of-way.
- Development where underground and/or aboveground storage tanks (USTs or ASTs) are (or were) locate on or near the site.

An analysis should be conducted for any site with the potential to contain hazardous materials or if any future redevelopment is anticipated. Therefore, the EIS will include an assessment of hazardous materials (refer to Draft Scope of Work).

J. Water and Sewer Infrastructure

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (e.g., those that would use more than 1 million gallons per day), or would be located in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). A preliminary analysis of a project's effects on wastewater or stormwater infrastructure is warranted depending on a project's proposed density, its location, and its potential to increase impervious surfaces.

For the Proposed Action, an analysis of water supply is not warranted because the project would not result in a demand of more than 1 million gallons per day, nor is it located in an area that experiences low water pressure. Based on the average daily water use rates provided in Table 13-2 of the *CEQR Technical Manual*, it is estimated that the RWCDS associated with the Proposed Action would use a maximum net total of approximately 343,645 gallons of water per day.

For wastewater and stormwater conveyance and treatment, the *CEQR Technical Manual* indicates that a preliminary assessment would be needed if a project is located in a combined sewer area and would exceed the following incremental development of residential units or commercial space above the predicted No-Action scenario: (a) 1,000 residential units or 250,000 sf of commercial space or more in Manhattan; or, (b) 400 residential units or 150,000 sf of commercial space or more in the Bronx, Brooklyn, Staten Island or Queens. As the Proposed Action would result in an increase of more than 400 residential units compared to No-Action conditions, a preliminary assessment of wastewater and stormwater infrastructure is warranted and will be provided in the EIS. In addition, a stormwater best management practices (BMP) is also required and will be provided in the EIS. Further detail is provided in the Draft Scope of Work.

K. Solid Waste and Sanitation Services

A solid waste assessment is warranted if a proposed action would cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP) or with state policy related to the City's integrated solid waste management system. According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (defined as 50 tons [100,000 pounds] per week or more), thereby resulting in a significant adverse impact. Based on the average daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual* and shown in Table 1 below, it is estimated that the RWCDSs associated with the Proposed Action would result in a net increase of 55,089 pounds of solid waste per week (27.9 tons), compared to No-Action conditions. Therefore, an analysis of solid waste and sanitation services is not warranted in the EIS, as the Proposed Action would not generate 50 tons (100,000 pounds) or more per week, nor would it generate wastes with special characteristics, and would therefore not result in a significant adverse solid waste and sanitation services impact.

Table 1: Expected Solid Waste Generated on the Projected Development Sites

	Use	Size (gsf)	Solid Waste Handled by DSNY (lbs/wk)	Solid Waste Handled by Private Carters (lbs/wk)	Total Solid Waste (lbs/wk)
Existing Condition	Residential	0 DU	0		
	Commercial – Retail	7,596*		5,507	5,507
	Industrial/Warehouse	79,195		2,975	2,975
	Total		***0***	***8,382***	***8,382***
	Use	**Size (gsf)**	**Solid Waste Handled by DSNY (lbs/wk)**	**Solid Waste Handled by Private Carters (lbs/wk)**	**Total Solid Waste (lbs/wk)**
No-Action Condition	Residential	0 DU	0		
	Commercial – Retail	7,596*		5,507	5,507
	Industrial/Warehouse	79,195		2,975	2,975
	Total		***0***	***8,382***	***8,382***
	Use	**Size (gsf)**	**Solid Waste Handled by DSNY (lbs/wk)**	**Solid Waste Handled by Private Carters (lbs/wk)**	**Total Solid Waste (lbs/wk)**
With-Action Condition	Residential	1,076 DU	44,116		44,116
	Commercial – Retail	81,790		19,355	19,355
	Industrial/Warehouse	0			
	Total		***44,116***	***19,355***	***63,471***
Net Difference: No-Action V. With-Action Condition			**44,116**	**10,973**	**55,089**

*Retail uses in Existing and No-Action include a gas station and food store use

Notes: Based on citywide average waste generation rates presented in Table 14-1 of the *CEQR Technical Manual.* Residential use: 41 lbs/wk per unit. Retail use: 79 lbs/wk per employee; Food store: 284 lbs/wk per employee. Industrial/Warehouse use: 125 lbs/wk per employee

L. Energy

According to the *CEQR Technical Manual,* a detailed assessment of energy impacts would be limited to actions that could significantly affect the transmission or generation of energy or that generate substantial indirect consumption of energy (such as a new roadway). Therefore, in accordance with CEQR guidelines, this environmental assessment will disclose the Proposed Action's energy consumption. The Proposed Action's projected energy demand was calculated consistent with the methodologies of the *CEQR Technical Manual*. Based on the rates provided in the Manual, the Proposed Action and associated RWCDS would be expected to require up to a net increment of approximately 108 billion British Thermal Units (BTUs) of energy annually. According to the guidance of the *CEQR Technical Manual*, a detailed assessment of energy impacts would only be required for projects that may significantly affect the transmission or generation of energy. The Proposed Action would not be expected to significantly affect the transmission or generation of energy, and therefore an energy assessment is not warranted. In addition, any new developments projected in the RWCDS are expected to compliant with New York City Local Law 86 of 2005 and would be designed to meet provide sustainable elements where possible, including elements intended to reduce storm water runoff for example.

Table 2: Expected Energy Consumption on the Projected Development Sites

	Use	Size (gsf)	Rate (BTU/sf)	Annual Energy Use (BTU)
Existing Condition	Residential	0 sf	126,700	0
	Commercial	7,596	216,300	1,643,014,800
	Industrial	79,195	554,300	44,296,884,500
		Total		***45,939,899,300***
	Use	**Size (gsf)**	**Rate (BTU/sf)**	**Annual Energy Use (BTU)**
No-Action Condition				
	Commercial	7,596	216,300	1,643,014,800
	Industrial	79,195	554,300	44,296,884,500
		Total		***45,939,899,300***
	Use	**Size (gsf)**	**Rate (BTU/sf)**	**Annual Energy Use (BTU)**
With-Action Condition	Residential	1,076,074	126,700	136,338,575,800
	Commercial	81,790	216,300	17,691,177,000
	Industrial	0	554,300	0
		Total		***154,029,752,800***
Net Difference: No-Action V. With-Action Condition				**108,089,853,500**

Notes: Based on citywide average annual energy use rates presented in Table 15-1 of the *CEQR Technical Manual.*

M. Transportation

Consistent with the guidelines of the *2012 CEQR Technical Manual*, an assessment of transportation will be provided in the EIS. A transportation planning assumptions memo that has been prepared for the Proposed Action is attached as Appendix B. As detailed in Appendix B, based on preliminary estimates for the RWCDS, the Proposed Action is expected to generate 83, 90, 105, and 122 vehicular trips in the weekday AM, midday, PM, and Saturday midday peak hours, respectively. Moreover, trip assignments show that the proposed action is also expected to generate 50 or more vehicles per hour during each of the peak hours through one or more intersections. Therefore, detailed traffic analysis is warranted and will be provided in the EIS, as detailed in the Draft Scope of Work. Furthermore, as described in the Draft Scope of Work, the EIS will document changes in on-and off-street parking utilization in the future No-Action and With-Action conditions, and will include a parking assessment to determine whether the Proposed Action and associated RWCDS would result in excess parking demand, and whether there is a sufficient number of other parking spaces in the study area to accommodate that excess demand.

Based on preliminary estimates, the RWCDS is expected to generate 539 and 633 subway trips in weekday AM and PM peak hours; therefore, a detailed subway analysis is warranted and would be provided in the EIS for the AM and PM peak hours, as detailed in the Draft Scope of Work. The preliminary estimates also indicate that the RWCDS would not generate more than 200 total bus trips in the weekday AM peak hour, however it would generate 312 total bus trips in the PM peak hour. According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *2012 CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a Proposed Action is projected to result in fewer than 200 total bus trips during any peak hour. As these trips would be widely disbursed throughout the study area and distributed among several bus routes, it is highly unlikely that any one route would experience 50 or more trips in one direction in any peak hour. Therefore, the Proposed Action is not expected to result in any significant adverse impacts to bus transit services based on *2012 CEQR Technical Manual* criteria, and a detailed bus analysis is not warranted. The EIS will, however, include a qualitative discussion of the bus services operating in proximity to the rezoning area.

Based on preliminary estimates shown in the Transportation Planning Factors Memorandum in Appendix B, there are expected to be 353, 1,691, 945, and 1,063 walk-only trips in the AM, midday, PM and Saturday midday peak hours, respectively. Although these pedestrian trips would also be dispersed throughout the rezoning area, some concentrations of new pedestrian trips exceeding the 200-trip *CEQR Technical Manual* threshold may occur during one or more peak hours along corridors with commercial overlays and others

connecting projected development sites to area subway stations. Therefore, detailed pedestrian analysis is warranted and will be provided in the EIS, as described in the Draft Scope of Work.

N. Air Quality

Under CEQR, an air quality analysis determines whether a proposed project would result in stationary or mobile sources of pollutant emissions that could have a significant adverse impact on ambient air quality, and also considers the potential of existing sources of air pollution to impact the proposed uses.

The Proposed Action would not result in the conditions outlined in Section 210 of Chapter 17 of the *2012 CEQR Technical Manual*. Specifically, the project-generated vehicle trips would not exceed the emissions threshold and the peak vehicle traffic threshold for conducting an air quality analysis of mobile sources, which is 170 vehicles at any intersection (see TPF). The RWCDS would include accessory parking facilities on projected development sites that would total 495 accessory parking spaces. In addition, the Proposed Action and associated RWCDS would result in the conditions outlined in Section 220 in Chapter 17. Specifically, the projected and potential developments would use fossil fuels for heat and hot water systems. Therefore, consistent with the guidelines of the *2012 CEQR Technical Manual*, an assessment of air quality will be provided in the EIS. As detailed in the Draft Scope of Work, the air quality assessment will consider the potential impacts on air quality from the accessory parking garages, heat and hot water systems, and from existing industrial uses in the surrounding area on the development resulting from the Proposed Action.

O. Greenhouse Gas Emissions

The *2012 CEQR Technical Manual* notes that while the need for a greenhouse gas (GHG) emissions assessment is highly dependent on the nature of the project and its potential impacts, the GHG consistency assessment currently focuses on city capital projects, projects proposing power generation or a fundamental change to the City's solid waste management system, and projects being reviewed in an EIS that would result in development of 350,000 square feet or greater (or smaller projects that would result in the construction of a building that is particularly energy-intense, such as a data processing center or health care facility). The proposed development associated with the RWCDS would exceed 350,000 sf, and therefore a GHG assessment will be provided in the EIS, as discussed in the Draft Scope of Work. As a GHG emissions analysis will be provided in the EIS, pursuant to *CEQR Technical Manual* guidelines the Proposed Action and associated RWCDS's energy consumption will be calculated and provided in the EIS, as described in the Draft Scope of Work.

P. Noise

According to the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate any mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Specifically, an analysis would be required if an action generates or reroutes vehicular traffic, if an action is located near a heavily trafficked thoroughfare, or if an action would be within 1 mile of an existing flight path or within 1,500 feet of existing rail activity (and with a direct line of sight to that rail facility). A noise assessment would also be appropriate if the action would result in a playground or would cause a stationary source to be operating within 1,500 feet of a receptor (with a direct line of sight to that receptor), or if the action would include unenclosed mechanical equipment for manufacturing or building ventilation purposes, or if the action would be located in an area with high ambient noise levels resulting from stationary sources.

A detailed noise analysis will be included in the EIS, because the Proposed Action would meet the following *CEQR Technical Manual* thresholds: it would result in additional vehicle trips to and from the rezoning area; it would introduce new sensitive receptors in the vicinity of heavily trafficked roadways including Broadway and Flushing Avenue, and it would introduce new sensitive receptors within 1,500 feet of rail activity. Building attenuation required to provide acceptable interior noise levels for the projected and potential development sites will also be examined and discussed in the EIS.

Q. Public Health

Public health involves the activities that society undertakes to create and maintain conditions in which people can be healthy. Many public health concerns are closely related to air quality, hazardous materials, construction, and natural resources. The *CEQR Technical Manual* indicates that for most proposed projects, a public health analysis is not necessary. Where no significant unmitigated adverse impact is found in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, no public health analysis is warranted. If, however, an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise, the lead agency may determine that a public health assessment is warranted for that specific technical area.

As none of the relevant analyses have yet been completed, the potential for an impact in these analysis areas, and thus potentially to public health, cannot be ruled out at this time. Should the technical analyses conducted for the EIS indicate that significant unmitigated adverse impacts would occur in the areas of air quality, water quality, hazardous materials, or noise, then an assessment of public health will be provided in the EIS following the guidelines presented in the *CEQR Technical Manual* as part of the mitigation task, as discussed in the Draft Scope of Work.

R. Neighborhood Character

As defined in the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. These elements include land use, socioeconomic conditions, open space, urban design and visual resources, historic and cultural resources, transportation, and noise. The Proposed Action is expected to affect one or more of the constituent elements of the rezoning area's neighborhood character, including land use patterns, socioeconomic conditions, urban design, and levels of traffic and noise. Therefore, as described in the Draft Scope of Work, the EIS will analyze the Proposed Action's impact on neighborhood character.

S. Construction Impacts

Construction impacts, although temporary, can include disruptive and noticeable effects of a project. Determination of their significance and need for mitigation is generally based on the duration and magnitude of the impacts. Construction impacts are usually important when construction activity could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, and air quality conditions. In addition, because soils are disturbed during construction, any action proposed for a site that has been found to have the potential to contain hazardous materials should also consider the possible construction impacts that could result from contamination.

According to the *CEQR Technical Manual*, multi-sited projects with overall construction periods lasting longer than two years and which are near to sensitive receptors should undergo a preliminary impact assessment. Therefore, this will be undertaken in the EIS, following the guidelines in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors, specifically regarding traffic conditions, noise, and air quality. If the preliminary assessments indicate the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidelines contained in the *CEQR Technical Manual*.

APPENDIX A

LPC Environmental Review Letter

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / 09DCP002K
Project: 0 RHEINGOLD DEV REZONE
Date received: 5/25/2012

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

Properties with no Architectural or Archaeological significance:

1) ADDRESS: 33 GARDEN STREET, BBL: 3031380010
2) ADDRESS: 856 STANWIX STREET, BBL: 3031520100
3) ADDRESS: 930 FLUSHING AVENUE, BBL: 3031400001
4) ADDRESS: 908 FLUSHING AVENUE, BBL: 3031390021
5) ADDRESS: FLUSHING AVENUE, BBL: 3031390020
6) ADDRESS: FLUSHING AVENUE, BBL: 3031390019
7) ADDRESS: 902 FLUSHING AVENUE, BBL: 3031390018
8) ADDRESS: 900 FLUSHING AVENUE, BBL: 3031390017
9) ADDRESS: 898 FLUSHING AVENUE, BBL: 3031390016
10) ADDRESS: 896 FLUSHING AVENUE, BBL: 3031390015
11) ADDRESS: 890 FLUSHING AVENUE, BBL: 3031390012
12) ADDRESS: 888 FLUSHING AVENUE, BBL: 3031390011
13) ADDRESS: 886 FLUSHING AVENUE, BBL: 3031390010
14) ADDRESS: 884 FLUSHING AVENUE, BBL: 3031390009
15) ADDRESS: 882 FLUSHING AVENUE, BBL: 3031390008
16) ADDRESS: 880 FLUSHING AVENUE, BBL: 3031390007
17) ADDRESS: 457 BUSHWICK AVENUE, BBL: 3031390006
18) ADDRESS: 459 BUSHWICK AVENUE, BBL: 3031390005
19) ADDRESS: 461 BUSHWICK AVENUE, BBL: 3031390004
20) ADDRESS: 463 BUSHWICK AVENUE, BBL: 3031390003
21) ADDRESS: 465 BUSHWICK AVENUE, BBL: 3031390002
22) ADDRESS: 467 BUSHWICK AVENUE, BBL: 3031390001
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36) ADDRESS: MONTIETH STREET, BBL: 3031390023
37) ADDRESS: 479 BUSHWICK AVENUE, BBL: 3031410008

38) ADDRESS: 481 BUSHWICK AVENUE, BBL: 3031410007
39) ADDRESS: 485 BUSHWICK AVENUE, BBL: 3031410006
40) ADDRESS: 489 BUSHWICK AVENUE, BBL: 3031410005
41) ADDRESS: 501 BUSHWICK AVENUE, BBL: 3031410001
42) ADDRESS: 10 MONTIETH STREET, BBL: 3031410010
43) ADDRESS: MONTIETH STREET, BBL: 3031410011
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46) ADDRESS: MONTIETH STREET, BBL: 3031410015
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69) ADDRESS: 131 MELROSE STREET, BBL: 3031520044
70) ADDRESS: 127 MELROSE STREET, BBL: 3031520045
71) ADDRESS: 123 MELROSE STREET, BBL: 3031520048
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74) ADDRESS: MELROSE STREET, BBL: 3031520062
75) ADDRESS: MELROSE STREET, BBL: 3031520063
76) ADDRESS: 95 MELROSE STREET, BBL: 3031520064
77) ADDRESS: MELROSE STREET, BBL: 3031520066
78) ADDRESS: 846 FLUSHING AVENUE, BBL: 3031380020
79) ADDRESS: 848 FLUSHING AVENUE, BBL: 3031380022
80) ADDRESS: 850 FLUSHING AVENUE, BBL: 3031380023
81) ADDRESS: 852 FLUSHING AVENUE, BBL: 3031380024
82) ADDRESS: 854 FLUSHING AVENUE, BBL: 3031380025
83) ADDRESS: 856 FLUSHING AVENUE, BBL: 3031380026
84) ADDRESS: 858 FLUSHING AVENUE, BBL: 3031380027
85) ADDRESS: 860 FLUSHING AVENUE, BBL: 3031380032
86) ADDRESS: 464 BUSHWICK AVENUE, BBL: 3031380036
87) ADDRESS: 468 BUSHWICK AVENUE, BBL: 3031380038
88) ADDRESS: 478 BUSHWICK AVENUE, BBL: 3031380040
89) ADDRESS: 480 BUSHWICK AVENUE, BBL: 3031380041
90) ADDRESS: 40 BEAVER STREET, BBL: 3031370026

91) ADDRESS: 832 FLUSHING AVENUE, BBL: 3031370056
92) ADDRESS: 826 FLUSHING AVENUE, BBL: 3031370049
93) ADDRESS: 828 FLUSHING AVENUE, BBL: 3031370051

Comments: The LPC is in receipt of the revised EAS materials of 5/25/12. LPC concurs with the determination of LPC and S/NR eligibility of the three resources at the edge of the 400' study area: St. Mark's Lutheran Church and School; Arion Hall, and P.S. 52. No adverse impacts are anticipated to these properties as a result of this action.



6/6/2012

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 7334_FSO_GS_06062012.doc

APPENDIX B

Transportation Planning Factors Memorandum

Philip Habib & Associates

Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

TECHNICAL MEMORANDUM

TO: **NYCDCP**

FROM: **Philip Habib & Associates**

DATE: **July 24, 2012**

PROJECT: **Rheingold Development Rezoning (CEQR# 09DCP002K)**

RE: **Preliminary Transportation Planning Factors (TPF)**

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit, and pedestrian conditions for the proposed Rheingold Development Rezoning that would occur in Bushwick, Brooklyn. A preliminary travel demand forecast based on these factors is also presented based on the amount of new travel demand that would be generated. Preliminary traffic and pedestrian assignments for this scenario are provided along with a proposed study area for the transportation analyses.

THE PROPOSED ACTION

The Proposed Action is for a change to the official City-map to map two new street segments and a zoning map amendment affecting an approximately five block area in Bushwick, Brooklyn, in Community District 4. The proposed rezoning action affects the area bounded by Flushing Avenue on the north and Melrose Street and Forrest Street on the south, between Evergreen Avenue and Garden, Stanwix and Beaver Streets. The applicant is proposing a rezoning of its site within the rezoning area, which consists of all of Blocks 3140, 3141 and Block 3139 lots 18-21 and 23-26 and Block 3152 lots 1-3, 45, 48, 56, 58, 62-64, 66 and 100. In addition to the sites controlled by the applicant, the rezoning would also affect all of Block 3138, the remainder of the lots on Block 3139 and 3152 and lots 26 (portion), 49 (portion), 51 and 56 on Block 3137. The blocks zoned M3-1 would be rezoned M1-2 and the blocks zoned M1-1 would be rezoned R7A and R6A with a C2-4 commercial overlay mapped along portions of the Bushwick, Flushing and Evergreen Avenue frontages to a depth of 100 feet. The proposed action also includes a zoning text amendment, which modifies Section 23-922 of the NYC Zoning Resolution to make the appropriate R6A and R7A districts “Inclusionary Housing designated areas.” This will establish an inclusionary floor area ratio (FAR) bonus, providing opportunity and incentive for the development of affordable housing.

The proposed mapping action would map and formally bestow to the City the unbuilt section of Stanwix Street between Montieth Street and Forrest Street and the unbuilt section of Noll Street between Evergreen Avenue and Stanwix Street and open them to public traffic. The proposed project also includes the future installation of a new traffic signal at the intersection of Bushwick Avenue and Noll Street, if warranted, which would be installed by applicant and maintained by New York City Department of Transportation (NYCDOT).

PROJECTED DEVELOPMENT

Under the reasonable worst-case development scenario (RWCDS), the proposed actions would result in 1,076 dwelling units (DUs) and approximately 81,790 sf of local retail (74,194 sf net) on the projected development sites. Of the 1,076 DUs, 47 units would be set aside for senior housing, however for conservative analysis purposes, all dwelling units would be considered typical.

The RWCDS would replace approximately 79,915 sf of warehouse/wholesale, 1,000 sf of auto care, 6,000 sf of local retail (supermarket) and a 1,596 sf gas station, all of which would operate under No Build conditions.

PRELIMINARY TRANSPORTATION PLANNING FACTORS

Table 1 shows the preliminary transportation planning factors to be used for the travel demand forecast generated by the proposed action in the weekday AM, midday, PM and Saturday midday peak hours. These include trip generation rates, temporal and directional distributions, mode choice factors, vehicle occupancies and truck trip factors for each proposed land use. Table 1 also shows the transportation planning factors for each of the No Build land uses that would be eliminated as part of the proposed action. It should be noted that the vehicular demand for the No Build warehouse/wholesale use is based on vehicle counts conducted at the site in 2006. Although the counts at this site were conducted in 2006, the use has remained the same. However, updated vehicle counts would confirm this vehicular demand. In addition, for conservative analysis purposes, credit for the transit and pedestrian trips generated by the No Build warehouse/wholesale use has not been taken. These transportation planning assumptions were based on standard CEQR criteria, standard professional references, Census data, recent surveys and studies that have been used in previous EASs and EISs for projects with similar uses.

TRIP GENERATION

Table 2 provides the overall resulting trip generation for the development program for each of the three weekday peak hours for person trips for each mode of transportation and for vehicle trips for autos, taxis and trucks. This table also shows the number of trips generated by the No Build land uses that would be eliminated under Build conditions. Table 2 also shows the net incremental transportation demand when the Build trip generation volumes are combined with the trip generation volumes of the No Build land uses that would be eliminated under Build conditions.

Rheingold Development Rezoning **Transportation Planning Assumptions**

Table 1

	Build Conditions		Existing Uses			
Land Use:	Residential	Local Retail	Warehouse/ Wholesale (10)	Autocare	Supermarket	Gas Station
Size/Units:	1076 DUs	81,790 gsf	78,915 gsf	1,000 gsf	6,000 gsf	1,596 gsf 6 Pump
Trip Generation:	(1)	(1)		(5,6)	(1)	(8)
Weekday	8.075	205		19.42	175	194
Saturday	9.6	240		19.42	231	194
	per DU	per 1,000 sf		per 1000 gsf	per 1,000 sf	per pump
Temporal Distribution:	(1)	(1)		(4)	(1)	(8)
AM	10.0%	3.0%		13.2%	5.0%	6.2%
MD	5.0%	19.0%		11.0%	6.0%	8.2%
PM	11.0%	10.0%		14.2%	10.0%	8.2%
Saturday MD	8.0%	10.0%		11.0%	9.0%	8.2%
Modal Splits:	(3) AM/MD/PM	(2) AM/MD/PM		(4) AM/MD/PM	(2) AM/MD/PM	(9) AM/MD/PM
Auto	12.6%	2.0%		85.0%	2.0%	95.0%
Taxi	1.9%	3.0%		5.0%	3.0%	0.0%
Subway	60.3%	5.0%		1.0%	5.0%	2.5%
Bus	8.6%	20.0%		1.0%	20.0%	2.5%
Walk	14.5%	70.0%		8.0%	70.0%	0.0%
Other	2.1%	0.0%		0.0%	0.0%	0.0%
	100.0%	100.0%		100.0%	100.0%	100.0%

	(2)		(2)		(4)		(7)		(9)	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out	In	Out
AM	15.0%	85.0%	50.0%	50.0%	65.0%	35.0%	61.0%	39.0%	50.0%	50.0%
MD	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
PM	70.0%	30.0%	50.0%	50.0%	50.0%	50.0%	51.0%	49.0%	50.0%	50.0%
Saturday MD	53.0%	47.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Vehicle Occupancy:	(3)		(2)		(4)		(7)		(3)	
Auto	1.13		2.00		1.30		2.00		1.13	
Taxi	1.40		2.00		1.30		2.00		N/A	
Truck Trip Generation:	(1)		(1)		(4)		(7)			
	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday		
	0.06	0.02	0.35	0.04	0.89	0.01	1.2	0.24	N/A	
	per DU		per 1,000 sf		per DU		per 1,000 sf		per 1,000 sf	
	(1)		(1)		(5)		(7)			
AM	12.0%		8.0%		14.1%		3.0%		N/A	
MD	9.0%		11.0%		9.0%		6.0%		N/A	
PM	2.0%		2.0%		1.0%		7.0%		N/A	
Saturday MD	9.0%		11.0%		9.0%		5.6%		N/A	

	In	Out	In	Out	In	Out	In	Out	In	Out
AM/MD/PM	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Sources:
(1) 2012 CEQR Technical Manual.
(2) Retail Industrial Text Amendment FEIS
(3) Based on 2005-2009 American Community Survey (ACS) Data for tracts 389, 391, 425 and 487.
(4) Greenpoint-Williamsburg Rezoning FEIS, 2004.
(5) Based on ITE Trip Generation Manual, 8th Edition, Landuse Code 942 (Automobile Care Center); weekday trip rate data not available, average weekend rate assumed for weekday.
(6) Person trip rate = ITE average vehicle trip rate x 1.30/0.95.
(7) Admiral Row Plaza EAS, 2011.
(8) Based on ITE Trip Generation Manual, 8th Edition, Landuse Code 945 (Gasoline/Service Station with Convenience Market); weekday midday trip rate data not av Weekday PM rate assumed to be the same as weekday midday; Weekend trip rate assumed to be the same as weekday trip rate.
(9) Based on Hunts Point Alternative Fueling Facility EAS, August 2011.
(10) Vehicular travel demand was based on counts from 2006. Credit for transit and pedestrian trips is not being taken for conservative purposes.
Note: Gross floor area numbers are approximate.

	Proposed Land Use				No Build Land Use				Net Total Increment					
Land Use:	Residential	Local Retail	Warehouse/ Wholesale		Autocare	Supermarket	Gas Station		Residential	Local Retail	Warehouse/ Wholesale	Autocare	Supermarket	Gas Station
Size/Units:	1,076 Dus	81,790 gsf	-78,915 gsf		-1,000 gsf	-6,000 gsf	-1,596 gsf -6 pump		1076 Dus	74,194 gsf	-78915 gsf	-1000 gsf	-6000 gsf	-1,596 gsf -6 pump
Peak Hour Trips:		(1)					(2)							
AM	869	377			-3	-53	-27		868	377		-3	-53	-27
MD	434	2389			-2	-63	-42		434	2389		-2	-63	-42
PM	956	1258			-3	-105	-42		956	1258		-3	-105	-42
SMD	826	1472			-2	-125	-42		826	1472		-2	-125	-42

Person Trips:

		Proposed Land Use In	Out	In	Out	TOTAL	No Build Land Use In	Out	In	Out	In	Out	TOTAL	Net Total Increment In	Out	TOTAL
AM	Auto	16	93	4	4	117	-1	-1	-1	0	-13	-13	-29	5	83	88
	Taxi	2	14	6	6	28	0	0	-1	-1	0	0	-2	7	19	26
	Subway	79	445	9	9	543	0	0	-2	-1	0	0	-3	86	453	539
	Bus	11	64	38	38	150	0	0	-6	-4	0	0	-11	42	97	139
	Walk	19	107	132	132	390	0	0	-22	-14	0	0	-37	128	225	353
	Other	3	16	0	0	18	0	0	0	0	0	0	0	3	16	18
	Total	130	739	189	189	1246	-2	-1	-32	-20	-13	-13	-80	272	892	1164
MD	Auto	27	27	24	24	103	-1	-1	-1	-1	-20	-20	-43	30	30	60
	Taxi	4	4	36	36	80	0	0	-1	-1	0	0	-2	39	39	78
	Subway	131	131	60	60	381	0	0	-2	-2	-1	-1	-4	189	189	377
	Bus	19	19	239	239	515	0	0	-6	-6	-1	-1	-14	251	251	502
	Walk	31	31	836	836	1735	0	0	-22	-22	0	0	-44	846	846	1691
	Other	5	5	0	0	9	0	0	0	0	0	0	0	5	5	9
	Total	217	217	1195	1195	2824	-1	-1	-32	-32	-22	-22	-109	1358	1358	2717
PM	Auto	84	36	13	13	146	-1	-1	-1	-1	-20	-20	-44	75	27	101
	Taxi	13	5	19	19	56	0	0	-2	-2	0	0	-3	30	23	53
	Subway	403	173	31	31	639	0	0	-3	-3	-1	-1	-6	432	201	633
	Bus	58	25	126	126	334	0	0	-11	-10	-1	-1	-22	172	140	312
	Walk	97	42	440	440	1019	0	0	-37	-36	0	0	-74	500	446	945
	Other	14	6	0	0	20	0	0	0	0	0	0	0	14	6	20
	Total	669	287	629	629	2213	-1	-1	-54	-51	-22	-22	-152	1222	842	2064
SMD	Auto	55	49	15	15	134	-1	-1	-1	-1	-20	-20	-44	48	42	89
	Taxi	8	7	22	22	60	0	0	-2	-2	0	0	-4	28	28	56
	Subway	264	234	37	37	572	0	0	-3	-3	-1	-1	-7	297	267	565
	Bus	38	33	147	147	366	0	0	-12	-12	-1	-1	-26	172	168	339
	Walk	64	56	515	515	1150	0	0	-44	-44	0	0	-87	535	528	1063
	Other	9	8	0	0	17	0	0	0	0	0	0	0	9	8	17
	Total	438	388	736	736	2299	-1	-1	-62	-62	-22	-22	-171	1090	1040	2130

Vehicle Trips :

		Proposed Land Use In	Out	In	Out	TOTAL	(3) In	Out	No Build Land Use In	Out	In	Out	In	Out	TOTAL	Net Total Increment In	Out	TOTAL
AM	Auto (Total)	15	82	2	2	101	-32	-4	-1	-1	0	0	-12	-12	-62	-28	67	39
	Taxi	2	9	3	3				0	0	0	0	0	0				
	Taxi (Bal.)	11	11	6	6	34			0	0	0	0	0	0	0	17	17	34
	Truck	4	4	1	1	10			0	0	0	0	0	0	0	5	5	10
						145									-64	-6	89	83
		In	Out	In	Out		(3) In	Out	In	Out	In	Out	In	Out				
MD	Auto (Total)	24	24	12	12	72	-18	-18	-1	-1	0	0	-18	-18	-74	-1	-1	-2
	Taxi	3	3	18	18				0	0	0	0	0	0				
	Taxi (Bal.)	6	6	36	36	84			0	0	0	0	0	0	0	42	42	84
	Truck	2	2	2	2	8			0	0	0	0	0	0	0	4	4	8
						165									-75	45	45	90
		In	Out	In	Out		(3) In	Out	In	Out	In	Out	In	Out				
PM	Auto (Total)	75	32	6	6	119	-4	-28	-1	-1	-1	-1	-18	-18	-72	57	-10	47
	Taxi	9	4	9	9				0	0	-1	-1	0	0				
	Taxi (Bal.)	13	13	18	18	62			0	0	-2	-2	0	0	-4	29	29	58
	Truck	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0
						181									-76	86	19	105
		In	Out	In	Out		(3) In	Out	In	Out	In	Out	In	Out				
SMD	Auto (Total)	49	43	7	7	106	-6	-4	-1	-1	-1	-1	-18	-18	-50	30	26	56
	Taxi	6	5	11	11				0	0	-1	-1	0	0				
	Taxi (Bal.)	11	11	23	23	68			0	0	-2	-2	0	0	-4	32	32	64
	Truck	1	1	0	0	2			0	0	0	0	0	0	0	1	1	2
						176									-55	63	59	122

Notes:

(1)- 25% linked-trip credit applied to local retail use

(2)- Based on ITE Trip Generation Handbook, Second Edition: Landuse Code 945, (Gasoline/Service Station with Convenience Market) AM= 62%, MD=PM=SMD=5(
pass-by rate credit applied to Gas Station use

(3) Vehicular travel demand was based on counts from 2006. Credit for transit and pedestrian trips is not being taken for conservative purpose
Saturday numbers were derived from the ratio of weekday and Saturday; based on the ratio from ITE Trip Generation Manua

As shown in Table 2, the proposed action under Build conditions would generate a total net increase of approximately 83, 90, 105, and 122 vehicle trips (in and out combined) in the AM, midday, PM, Saturday midday peak hours, respectively. (Vehicle trips include auto and truck trips, and trips by taxi which have been balanced to reflect that some taxis arrive or depart empty.)

Peak hour subway trips would increase by 539, 377, 633, and 565 in the weekday AM, midday, PM, and Saturday midday, respectively. Bus trips would increase by approximately 139, 502, 312, and 339 in the weekday AM, midday, PM, and Saturday midday peak hours, respectively. The proposed action would generate an additional 353, 1,691, 945, and 1,063 pedestrian trips during the weekday AM, midday, PM, and Saturday midday peak hours, respectively.

TRAFFIC NETWORK

The existing street network in western Bushwick, shown in Figure 1, includes two major two-way arterials – Bushwick Avenue and Flushing Avenue. Bushwick Avenue is a major north-south arterial that carries the heaviest traffic in the study area and the major east-west artery in the study area is Flushing Avenue. The study area has an irregular street pattern which in composed of different grid orientations and discontinuous streets (e.g. Beaver Street in the study area becomes Bushwick Avenue and Stanwix and Noll Streets in the study are both discontinuous). Given this interruption in the center of the street grid, traffic volumes on several local streets are typically lower than on other local streets in the area.

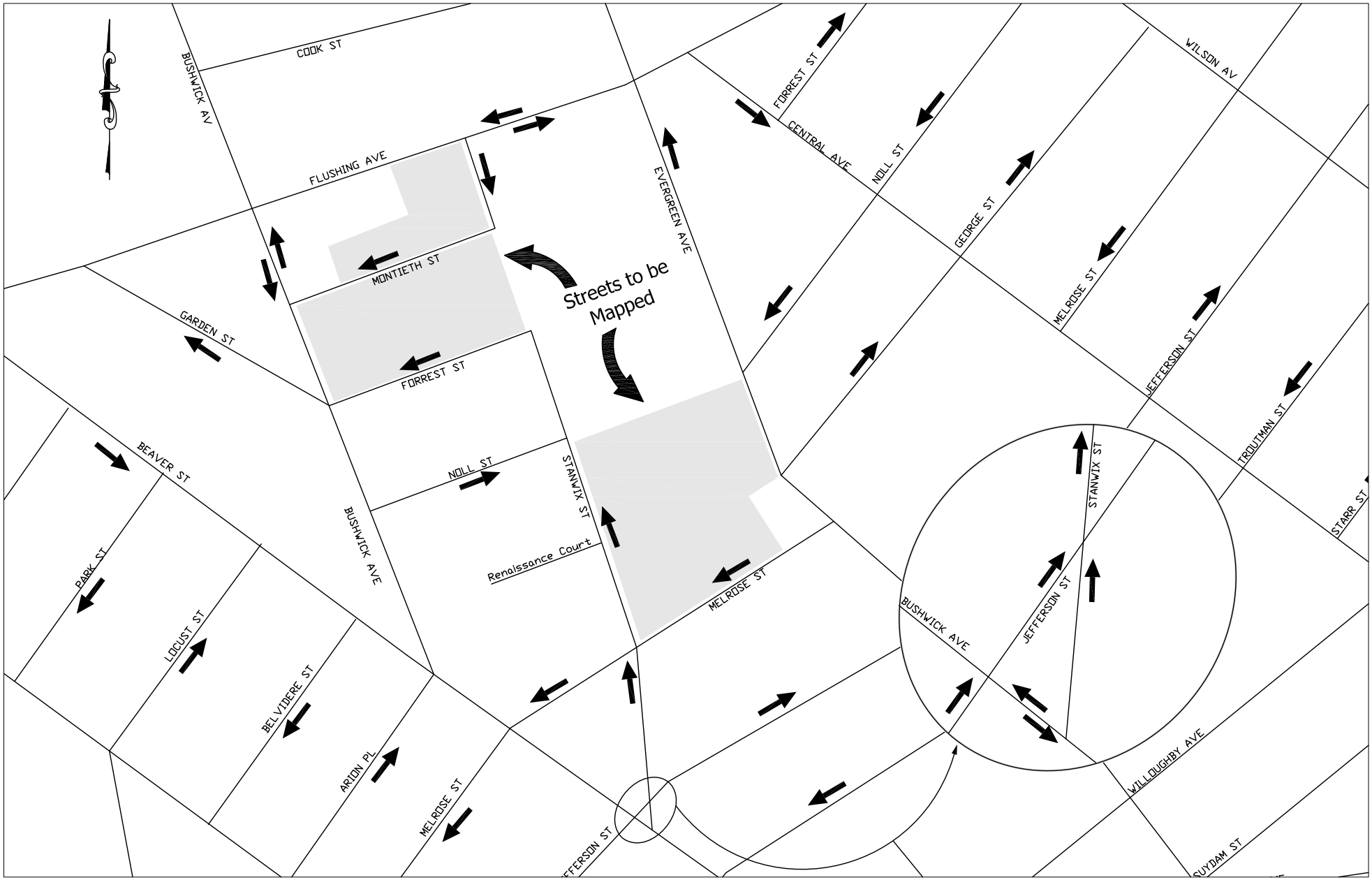
In addition to the new housing and retail development, there would be a restructuring of the local street system, including the mapping of new street segments and change in traffic flow direction of selected streets in the study area, which is shown in Figure 2. The proposed action would map and open Stanwix Street from Forrest Street to Montieth Street, making Stanwix Street a north-south street continuous from Bushwick Avenue to Flushing Avenue. Similarly, the mapping and opening of Noll Street from Stanwix Street to Evergreen Avenue would also make that east-west street continuous in the study area.

As shown in Table 2, the proposed action under Build conditions would generate a total net increase of approximately 83, 90, 105, and 122 vehicle trips (in and out combined) in the AM, midday, PM, and Saturday midday peak hours, respectively. (Vehicle trips include auto and truck trips, and trips by taxi which have been balanced to reflect that some taxis arrive or depart empty.) Figure 3 shows the primary vehicle assignments to the study network for each of the four peak periods.

In addition to the vehicle demand generated by residential and retail, the proposed action's restructuring of the local street system would result in diversions to existing vehicle trips. Most notably, Stanwix Street would become a one-way southbound, while Noll Street would be one-way westbound. These diversions are shown in Figure 4.

The development generated vehicle trips were then combined with the diverted vehicle trips and were assigned to the traffic network to determine what intersections would experience a demand of 50 vehicles or greater during the weekday AM, midday, PM, or Saturday midday peak periods. Figure 5 shows the preliminary assignments of these vehicles for the four peak periods, taking into account the future diversions. As shown in

Figure 1
Existing Street Network

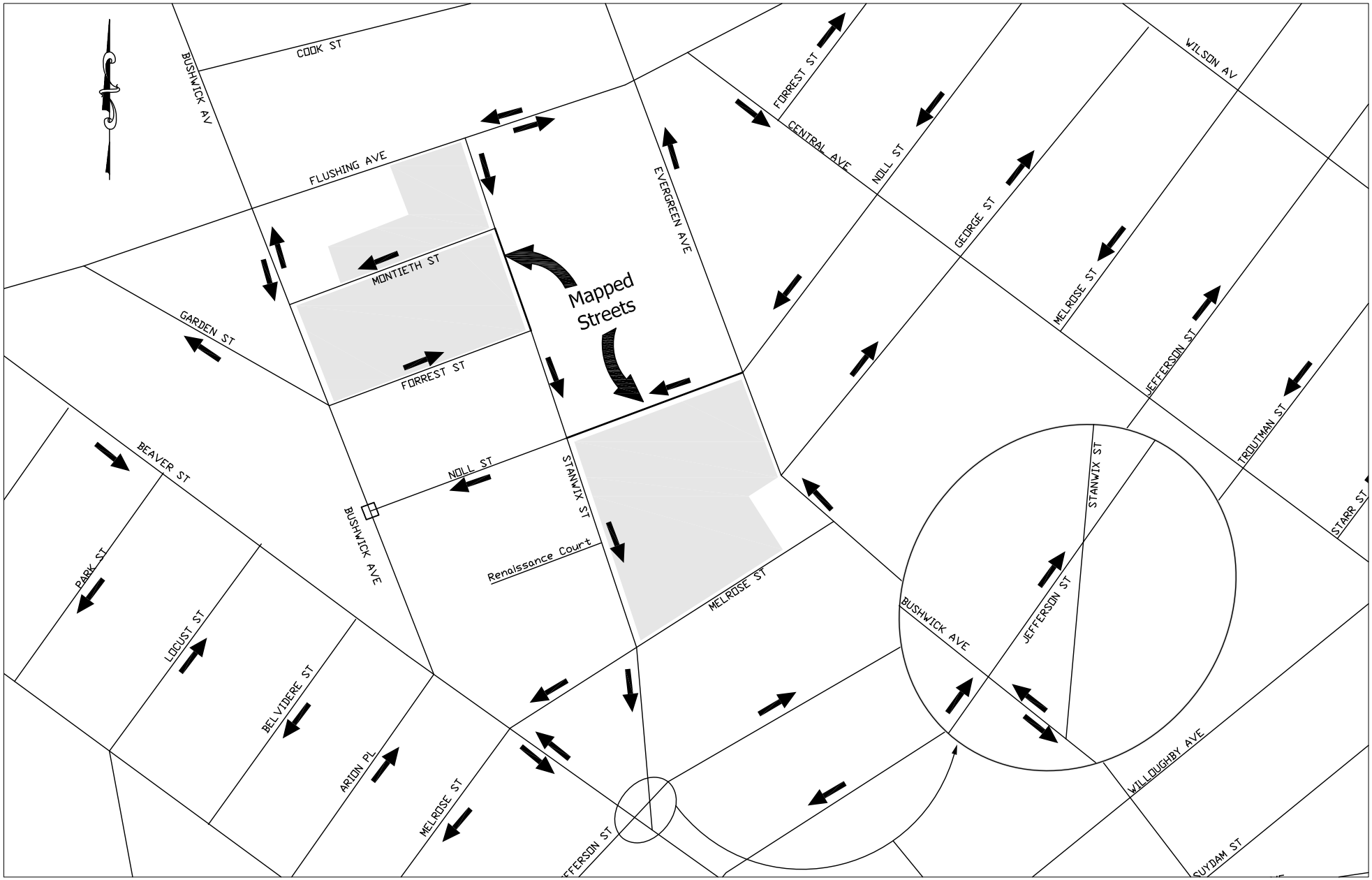


Legend

Street Direction

Project Site

Figure 2
Future Street Network



Legend

Street Direction

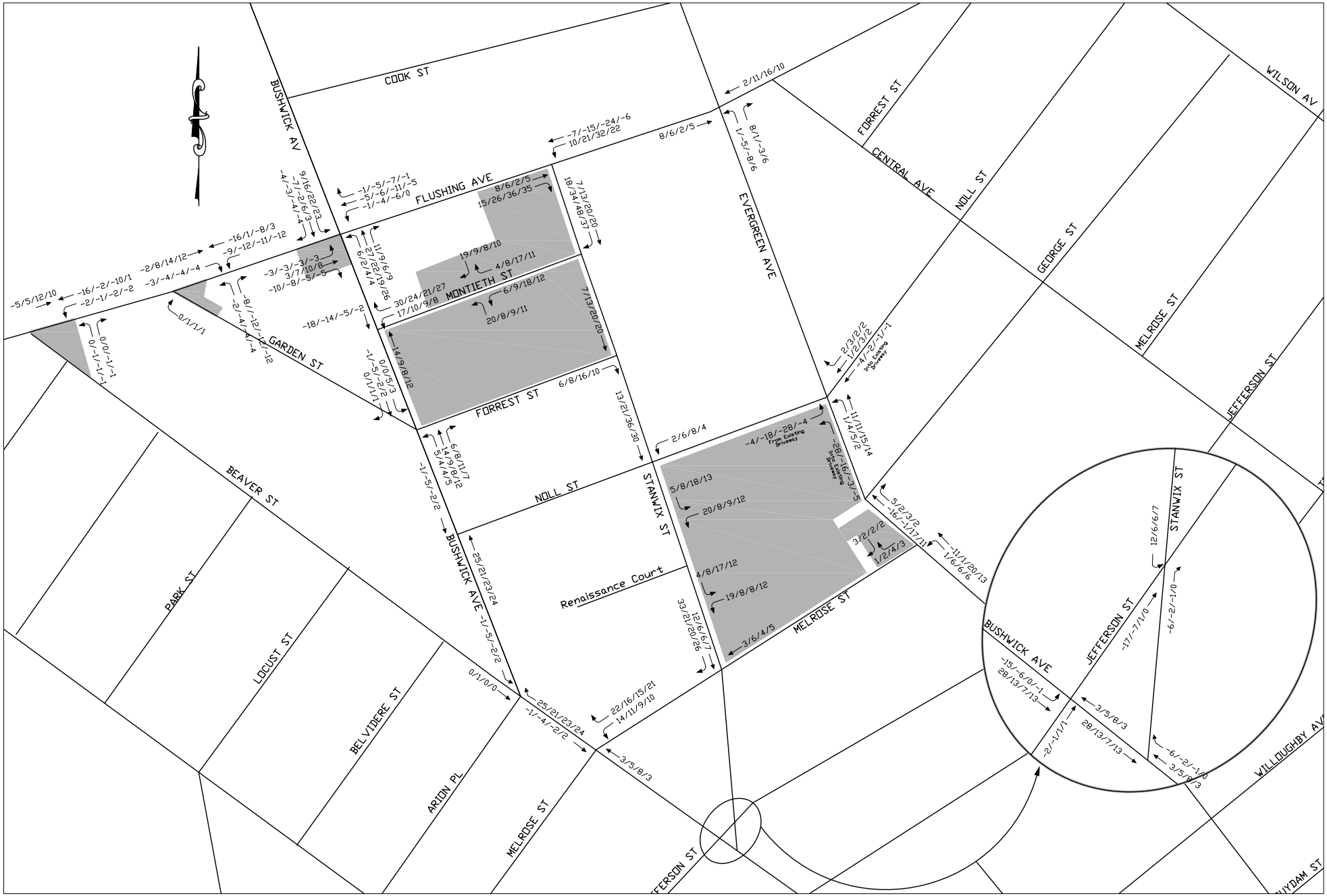
Proposed Signal Location

Project Site

Rheingold Development Rezoning

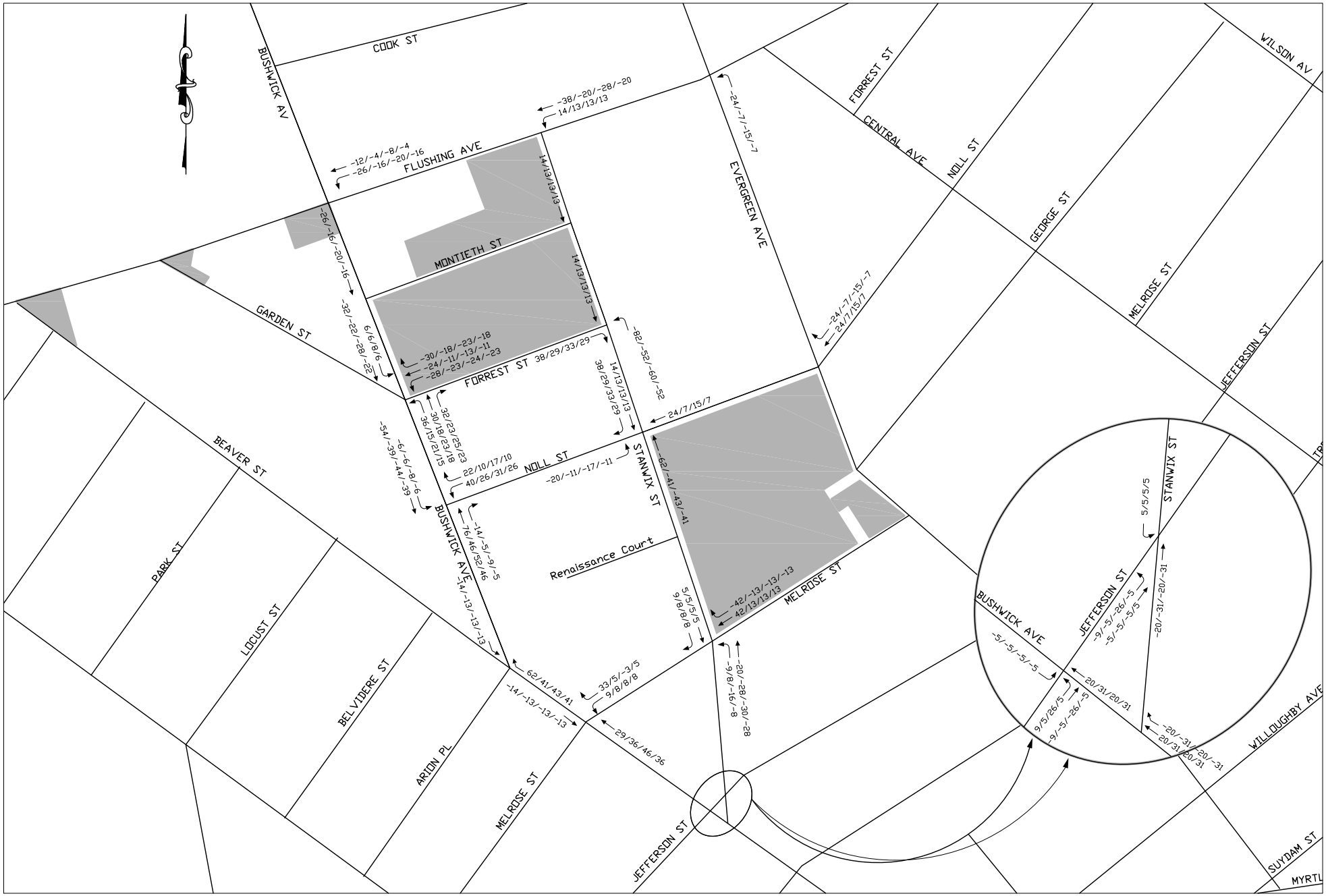
Figure 3

Project Generated Traffic Volumes



22/16/15/21 = AM/MD/PM/SMD Peak Hour Vehicle Volumes

Figure 4
2012 Diversion Traffic Volumes



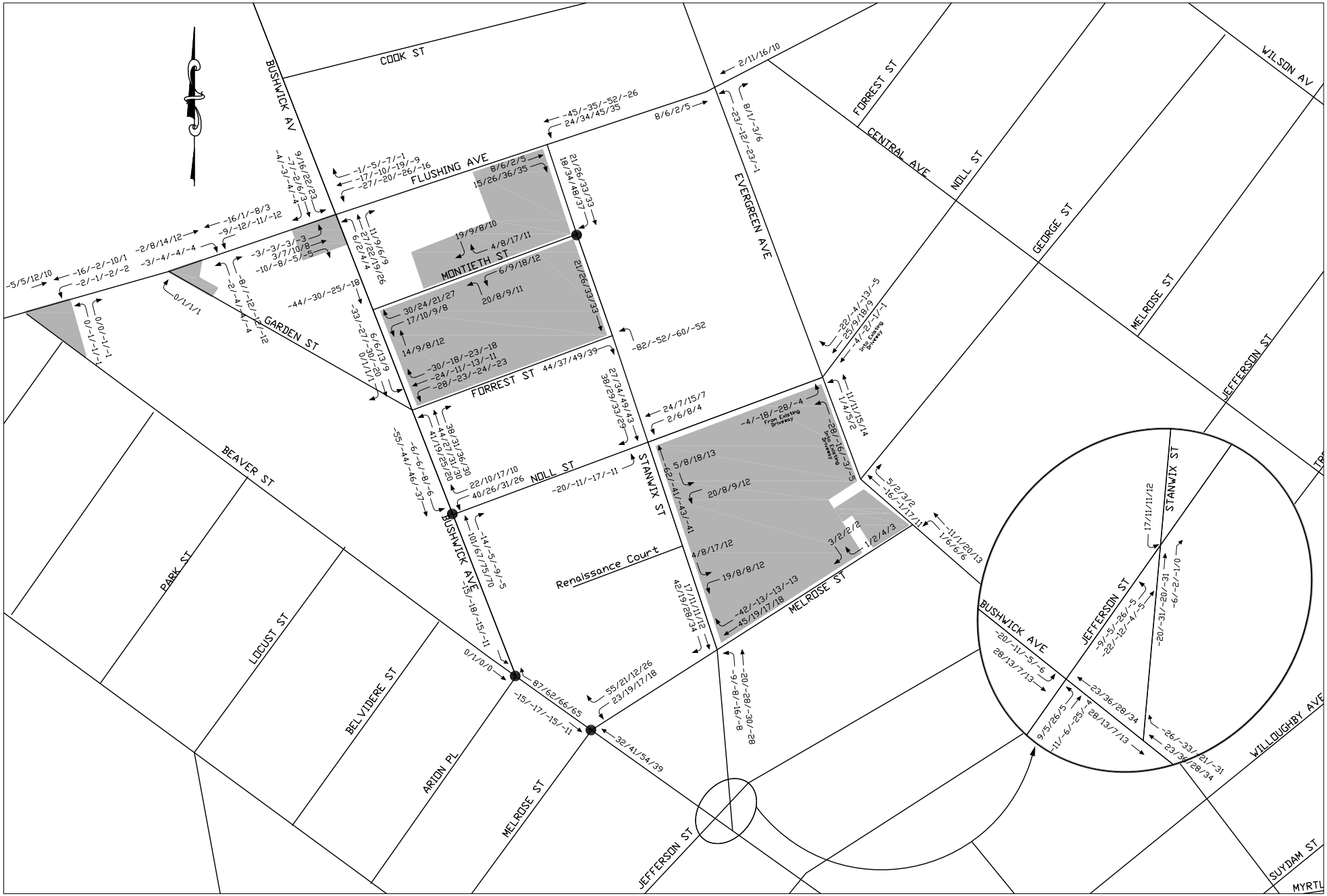
33/5/-3/5 = AM/MD/PM/SMD Peak Hour Vehicle Diversion Volumes

Project Site

Rheingold Development Rezoning

Figure 5

Net Project Increment Traffic Volumes



55/21/12/26 = AM/MD/PM Peak Hour Vehicle Volumes

Project Site

Intersections > 50 vph in Any Peak Hour

the figure, four intersections would have an incremental vehicle assignment of greater than 50 vehicles during one or more of the four peak periods of analysis. Based on this primary assignment, the study area for the proposed rezoning would be comprised of approximately four intersections:

1. Bushwick Avenue & Noll Street
2. Bushwick Avenue & Arion Place\Beaver Street
3. Beaver Street & Melrose Street
4. Stanwix Street & Montieth Street

In addition to manual counts at each of the four intersections that would experience net vehicle increments of 50 vehicles or greater during one or more peak periods, counts would be conducted at the following eleven intersections to confirm/refine the diversions that would occur as a result of the restructuring of the local street system:

1. Bushwick Avenue & Flushing Avenue
2. Bushwick Avenue & Montieth Avenue
3. Bushwick Avenue & Forrest Street
4. Stanwix Street & Melrose Street
5. Flushing Avenue & Evergreen Avenue
6. Flushing Avenue & Stanwix Street
7. Stanwix Street & Noll Street
8. Stanwix Street & Jefferson Street
9. Bushwick Avenue & Jefferson Street
10. Stanwix Street & Bushwick Avenue
11. Evergreen Avenue & Noll Street

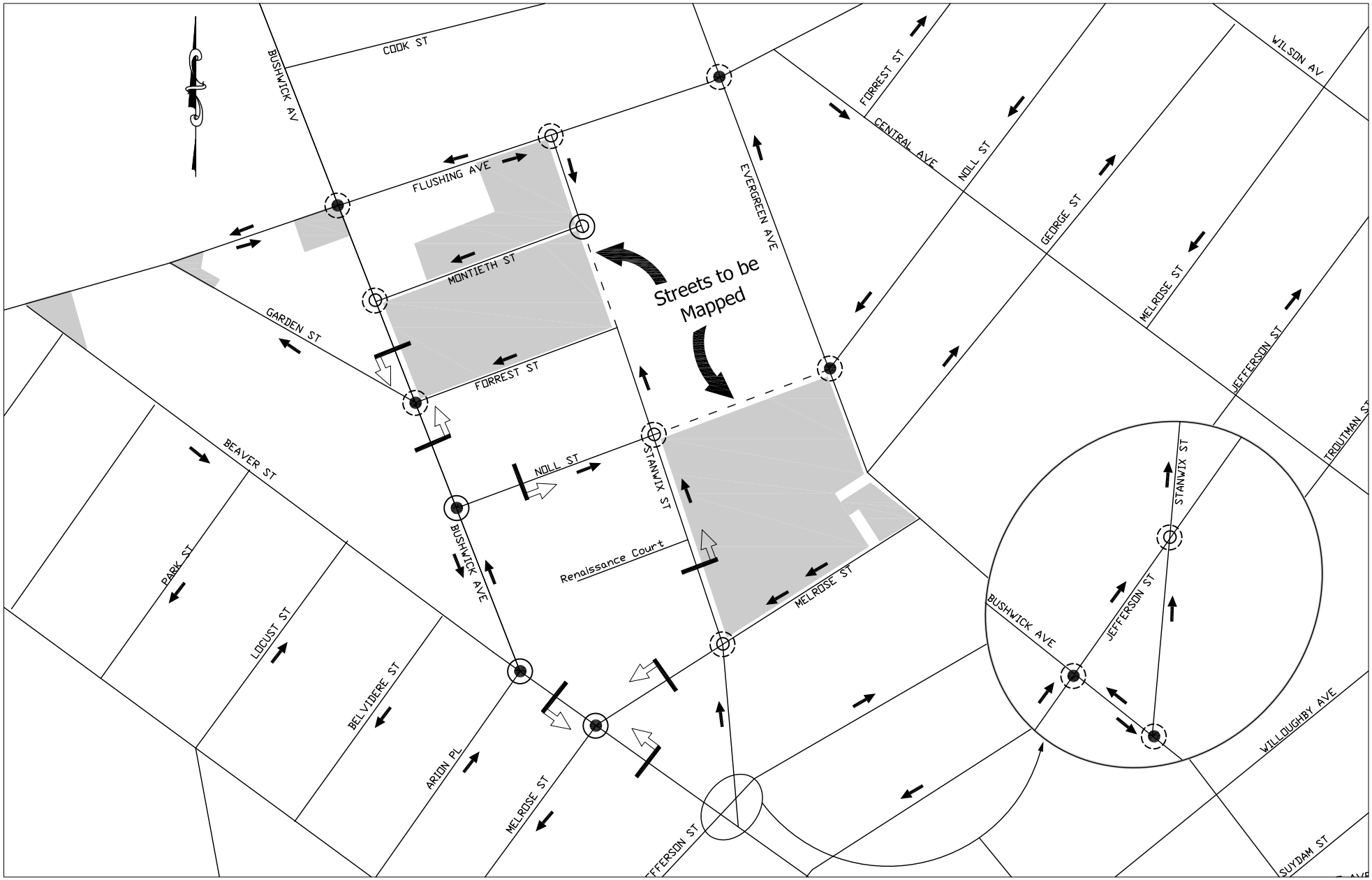
The traffic study area was selected to include the intersections most likely to be used by concentrations of project-generated vehicles traveling to and from the proposed rezoning area and is bounded on the north by Flushing Avenue, on the south by Melrose Street, on the east by Evergreen Avenue, and on the west by Bushwick Avenue, and is shown in Figure 6. Figure 6 shows the intersections would be counted and the intersections that would be analyzed. The analysis would include establishing the existing traffic operation characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per traffic movement and per intersection approach. The *2000 Highway Capacity Manual* procedures will be used.

PARKING

New development in R6A and R7A zoning districts must provide accessory parking, pursuant to NYC Zoning Resolution requirements. The proposed developments on Sites 1 through 8 would require a minimum of 495 accessory parking spaces. In order to comply with this requirement, 495 accessory parking spaces would be provided across the eight sites: 60 spaces on Site 1, 150 spaces on Site 2, 137 spaces on Site 3, 103 spaces on Site 4, 16 spaces on Site 5, 7 spaces on Site 6, 14 spaces on Site 7, and 8 spaces on Site 8.

According to 2000 Census data, the number of vehicles per household in the rezoning area and vicinity is approximately 0.4. This rate is used to forecast peak residential

Figure 6
Intersections to be Analyzed and Counted



Legend

- Signalized Intersection to be Analyzed
- Unsignalized Intersection to be Analyzed
- Signalized Intersection to be Counted
- Unsignalized Intersection to be Counted
- ATR's Locations
- Street Directions
- Project Site

parking demand for the proposed development, as the households on the projected development sites are expected to be generally similar to the existing residential population in terms of vehicle ownership.

Using the 0.4 vehicles per DU rate, the proposed development is expected to generate a residential parking demand of approximately 430 spaces. This demand would peak during the overnight period, while parking demand generated by the 81,790 sf of local retail, which is not expected to be substantial, would peak during the day. As the proposed development is expected to provide 495 required accessory parking spaces in eight garage locations on the project site, as required by zoning, all the projected parking demand generated by the proposed project would be accommodated in the proposed garages and there would be an excess of 65 spaces in the overnight.

TRANSIT

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *2012 CEQR Technical Manual*, detailed transit analyses are generally not required if a Proposed Action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

Subway

There are three subway stations located within a half-mile radius of the proposed rezoning site: Myrtle Avenue Station, which services the J, M and Z lines; Flushing Avenue Station, which provides J and M line service; and Morgan Avenue Station, which provides service for the L line. Figure 7 shows the locations of the three subway stations in relation to the proposed rezoning site.

Table 2 shows the preliminary forecast of weekday AM and PM peak hour transit trips for the proposed project. (Transit analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway and bus systems is usually highest.) As shown in Table 2, it is estimated that the projected development site would generate a total of 539 and 633 new subway trips in the weekday AM and PM peak commuter hours, respectively.

A preliminary subway trip assignment was performed to determine which subway stations should be analyzed further. Table 3 shows the assumptions that were made in determining the number of trips each station would generate. As shown in the table, the Myrtle Avenue station and Flushing Avenue station would require further analysis during the AM and PM peak periods because the number of trips this station would generate would exceed the CEQR threshold of 200. As shown in Table 3, 222 and 255 subway trips would be generated at the Myrtle Avenue station and 187 and 230 subway trips would be generated at the Flushing Avenue station in the AM and PM peak hours, respectively.

Table 3
Project Generated Subway Trips (by Station)

AM Peak Hour

Sites	Subway Trips Generated	Morgan Avenue Station (L Train)		Flushing Avenue Station (J & M Trains)		Myrtle Avenue Station (J, M & Z Trains)	
		Percentage	Volume	Percentage	Volume	Percentage	Volume
1 & 2	231	42.0%	97	58.0%	134	0.0%	0
3, 4 & 5	276	10.0%	28	10.0%	28	80.0%	222
6, 7 & 8	25	0.0%	0	100.0%	25	0.0%	0
Total	532	Total	125	Total	187	Total	222

Midday Peak Hour

Sites	Subway Trips Generated	Morgan Avenue Station (L Train)		Flushing Avenue Station (J & M Trains)		Myrtle Avenue Station (J, M & Z Trains)	
		Percentage	Volume	Percentage	Volume	Percentage	Volume
1 & 2	160	42.0%	67	58.0%	93	0.0%	0
3, 4 & 5	178	10.0%	18	10.0%	18	80.0%	142
6, 7 & 8	38	0.0%	0	100.0%	38	0.0%	0
Total	376	Total	85	Total	149	Total	142

PM Peak Hour

Sites	Subway Trips Generated	Morgan Avenue Station (L Train)		Flushing Avenue Station (J & M Trains)		Myrtle Avenue Station (J, M & Z Trains)	
		Percentage	Volume	Percentage	Volume	Percentage	Volume
1 & 2	272	42.0%	114	58.0%	158	0.0%	0
3, 4 & 5	319	10.0%	32	10.0%	32	80.0%	255
6, 7 & 8	40	0.0%	0	100.0%	40	0.0%	0
Total	631	Total	146	Total	230	Total	255

SAT MD Peak Hour

Sites	Subway Trips Generated	Morgan Avenue Station		Flushing Avenue Station		Myrtle Avenue Station	
		Percentage	Volume	Percentage	Volume	Percentage	Volume
1 & 2	242	42.0%	102	58.0%	140	0.0%	0
3, 4 & 5	285	10.0%	29	10.0%	29	80.0%	228
6, 7 & 8	38	0.0%	0	100.0%	38	0.0%	0
Total	565	Total	131	Total	207	Total	228

Figure 7

Area Subway Facilities



Bus

Within a half-mile radius of the project site, there are eight bus lines; these lines include the B15, B38, B43, B46, B47, B54, B57 and B60. As shown in Table 2, it is estimated that the projected development associated with the proposed rezoning generate a total of 139 and 322 new bus-only trips in the weekday AM and PM peak hours, respectively. Since these trips would be dispersed amongst the eight bus routes within the half-mile radius of the development site, it is not expected that any one route would experience 50 or more trips in one direction in any peak hour; as such, a detailed bus analysis would not be warranted.

PEDESTRIANS

The Proposed Action would generate a net of approximately 353, 1,691, 945, and 1,063 walk-only trips during the AM, midday, PM, and Saturday midday peak hours, respectively. While it would be expected that walk-only trips generated by the Proposed Action (i.e., walk trips not associated with other modes) would be dispersed among pedestrian facilities throughout the proposed rezoning area, a vast majority of the pedestrian trips would be concentrated on the sidewalks, corners and crosswalks adjacent to the local retail locations on Evergreen, Flushing and Bushwick Avenues. As a result, the pedestrian facilities immediately adjacent to these retail portions of the Proposed Action would experience the highest volumes of pedestrians. Therefore the analyses of pedestrian conditions will focus on the weekday AM, midday, PM, and Saturday midday peak hours.

Based on a preliminary pedestrian assignment, 8 corner, 3 crosswalk and 5 sidewalk locations would be analyzed (see Figure 8):

Corner Locations

1. Southwest corner of Bushwick Avenue & Flushing Avenue
2. Southeast corner of Bushwick Avenue & Flushing Avenue
3. Northeast corner of Bushwick Avenue & Montieth Street
4. Southeast corner of Bushwick Avenue & Montieth Street
5. Northeast corner of Bushwick Avenue & Forrest Street
6. Southwest corner of Stanwix Street & Flushing Avenue
7. Southwest corner of Evergreen Avenue & Noll Street
8. Northwest corner of Evergreen Avenue & Melrose Street

Crosswalk Locations

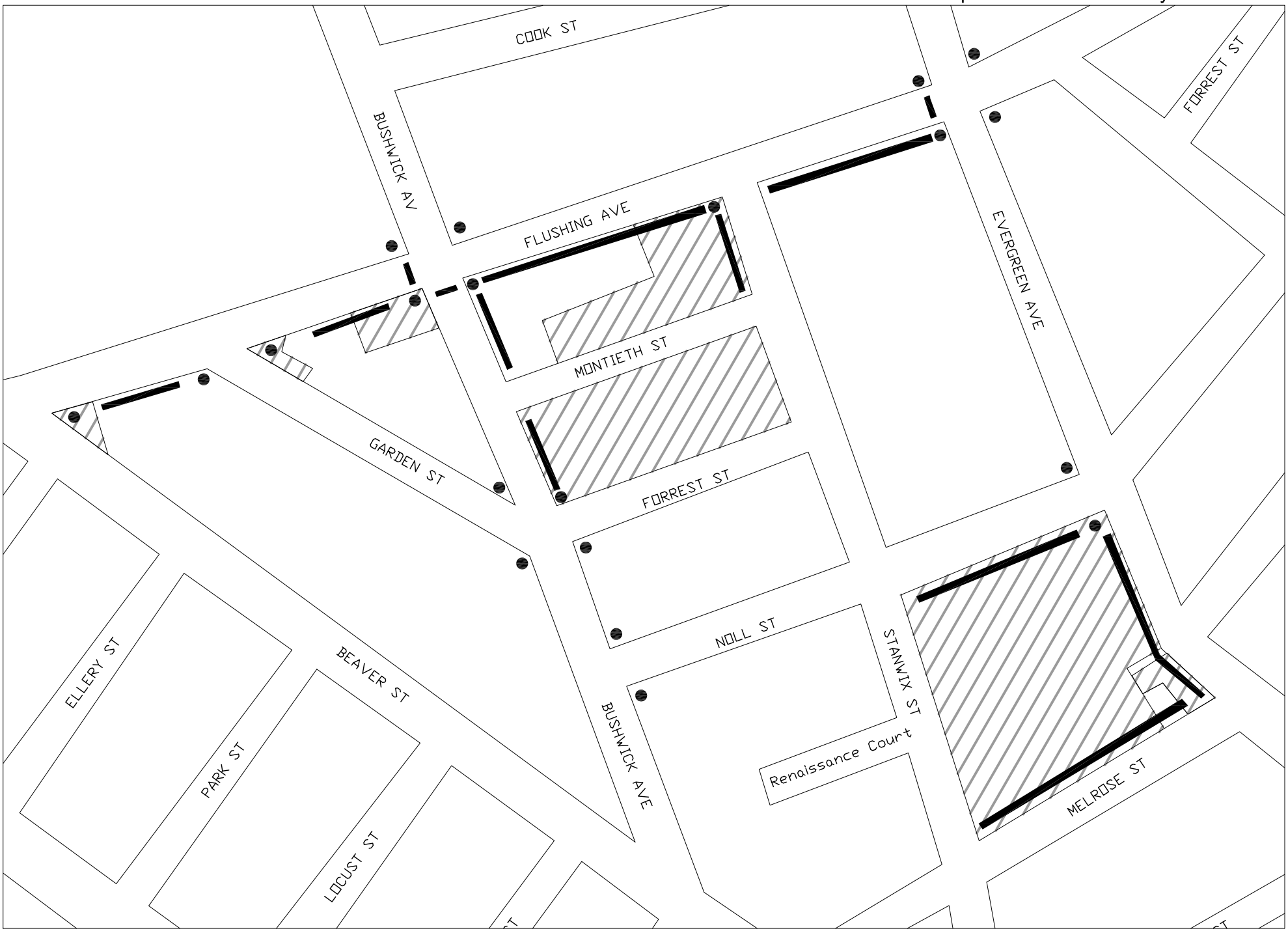
1. South crosswalk at Bushwick Avenue & Flushing Avenue
2. South crosswalk at Stanwix Street & Flushing Avenue
3. East crosswalk at Bushwick Avenue & Montieth Street

Sidewalk Locations

1. South sidewalk on Flushing Avenue between Garden Street & Bushwick Avenue
2. South sidewalk on Flushing Avenue between Bushwick Avenue & Stanwix Street
3. East sidewalk on Bushwick Avenue between Flushing Avenue & Montieth Street
4. East sidewalk on Bushwick Avenue between Montieth Street & Forrest Street
5. West sidewalk on Evergreen Avenue between Noll Street & Melrose Street

Figure 8

Proposed Pedestrian Analysis Locations



Pedestrian counts will be conducted at the locations listed above, as shown in Figure 8. These corners, crosswalks, and adjoining sidewalks will be evaluated based on the *2012 CEQR Technical Manual* criteria.

APPENDIX

SITE 1 AND 2							SITE 3 AND 4										SITE 5						SITE 6								SITE 7								SITE 8							
Residential		Local Retail		Total			Residential		Local Retail		Residential (Senior)		Warehouse		total		Residential		Local Retail		Total		Residential		Local Retail		Autocare		Total		Residential		Local Retail		Gas Station		Total		Residential		Local Retail		Supermarket		Total	
458 DUs		33068 gsf					518 DUs		21114 gsf		DUs		-78,915 gsf				37 DUs		8292 gsf				15 DUs		4739 gsf		-1000 gsf				29 DUs		9010 gsf		-1596 gsf -6 pump				18 DUs		5568 gsf		-6000 gsf			
Peak Hour Trips:																																													
370		153		522			418		97		0		0		516		30		38		68		12		22		-3		31		23		42		-27		38		15		26		-53		-12	
185		966		1151			209		617		0		0		826		15		242		257		6		138		-2		142		12		263		-42		233		7		163		-63		107	
407		508		915			460		325		0		0		785		33		127		160		13		73		-3		83		26		139		-42		122		16		86		-105		-3	
352		595		947			398		380		0		0		778		28		149		178		12		85		-2		95		22		162		-42		142		14		100		-125		-11	
In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	0	0	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto 7	40	2	2	9	41	8	45	1	1	0	0	0	0	9	46	1	3	0	0	1	4	0	1	0	0	-1	-1	-1	1	0	3	0	0	-13	-13	-12	-10	0	2	0	0	-1	0	0	1
Taxi 1	6	2	2	3	8	1	7	1	1	0	0	0	0	3	8	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	-1	-1	-1	0
Subway 33	190	4	4	37	193	38	214	2	2	0	0	0	0	40	217	3	15	1	1	4	16	1	6	1	1	0	0	2	7	2	12	1	1	0	0	3	13	1	7	1	1	-2	-1	0	7
Bus 5	27	15	15	20	42	5	31	10	10	0	0	0	0	15	40	0	2	4	4	4	6	0	1	2	2	0	0	2	3	0	2	4	4	0	0	4	6	0	1	3	3	-6	-4	-4	0
Walk 8	46	53	53	61	99	9	52	34	34	0	0	0	0	43	86	1	4	13	13	14	17	0	1	8	8	0	0	8	9	1	3	15	15	0	0	15	17	0	2	9	9	-22	-14	-13	-4
Other 1	7	0	0	1	7	1	7	0	0	0	0	0	0	1	7	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total 55	314	76	76	132	391	63	356	49	49	0	0	0	0	111	404	4	25	19	19	24	45	2	10	11	11	-2	-1	11	20	4	20	21	21	-13	-13	12	28	2	12	13	13	-32	-20	-17	5
																						In	Out	In	Out																				
Auto 12	12	10	10	21	21	13	13	6	6	0	0	0	0	19	19	1	1	2	2	3	3	0	0	1	1	-1	-1	1	1	1	1	3	3	-20	-20	-17	-17	0	0	2	2	-1	-1	1	1
Taxi 2	2	14	14	16	16	2	2	9	9	0	0	0	0	11	11	0	0	4	4	4	4	0	0	2	2	0	0	2	2	0	0	4	4	0	0	4	4	0	0	2	2	-1	-1	2	2
Subway 56	56	24	24	80	80	63	63	15	15	0	0	0	0	78	78	5	5	6	6	11	11	2	2	3	3	0	0	5	5	4	4	7	7	-1	-1	10	10	2	2	4	4	-2	-2	5	5
Bus 8	8	97	97	105	105	9	9	62	62	0	0	0	0	71	71	1	1	24	24	25	25	0	0	14	14	0	0	14	14	1	1	26	26	-1	-1	26	26	0	0	16	16	-6	-6	10	10
Walk 13	13	338	338	352	352	15	15	216	216	0	0	0	0	231	231	1	1	85	85	86	86	0	0	48	48	0	0	49	49	1	1	92	92	0	0	93	93	1	1	57	57	-22	-22	35	35
Other 2	2	0	0	2	2	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total 92	92	483	483	575	575	105	105	308	308	0	0	0	0	413	413	7	7	121	121	129	129	3	3	69	69	-1	-1	71	71	6	6	132	132	-22	-22	115	115	4	4	81	81	-32	-32	53	53
																						In	Out	In	Out																				
Auto 36	15	5	5	41	20	41	17	3	3	0	0	0	0	44	21	3	1	1	1	4	3	1	1	1	1	-1	-1	1	0	2	1	1	1	-20	-20	-16	-18	1	1	1	1	-1	-1	1	0
Taxi 5	2	8	8	13	10	6	3	5	5	0	0	0	0	11	7	0	0	2	2	2	2	0	0	1	1	0	0	1	1	0	0	2	2	0	0	2	2	0	0	1	1	-2	-2	0	0
Subway 172	74	13	13	184	86	194	83	8	8	0	0	0	0	202	91	14	6	3	3	17	9	6	2	2	2	0	0	7	4	11	5	3	3	-1	-1	14	8	7	3	2	2	-3	-3	6	2
Bus 24	10	51	51	75	61	28	12	32	32	0	0	0	0	60	44	2	1	13	13	15	14	1	0	7	7	0	0	8	8	2	1	14	14	-1	-1	15	14	1	0	9	9	-11	-10	-1	-1
Walk 41	18	178	178	219	196	47	20	114	114	0	0	0	0	160	134	3	1	45	45	48	46	1	1	26	26	0	0	27	26	3	1	48	48	0	0	51	50	2	1	30	30	-37	-36	-6	-5
Other 6	3	0	0	6	3	7	3	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total 285	122	254	254	539	376	322	138	162	162	0	0	0	0	484	300	23	10	64	64	87	74	9	4	36	36	-1	-1	44	39	18	8	69	69	-22	-22	65	55	11	5	43	43	-54	-51	0	-4
Auto 23	21	6	6	29	27	27	24	4	4	0	0	0	0	30	27	2	2	1	1	3	3	1	1	1	1	-1	-1	1	1	1	1	2	2	-20	-20	-17	-17	1	1	1	1	-1	-1	1	1
Taxi 4	3	9	9	12	12	4	4	6	6	0	0	0	0	10	9	0	0	2	2	3	2	0	0	1	1	0	0	1	1	0	0	2	2	0	0	3	3	0	0	2	2	-2	-2	0	0
Subway 112	100	15	15	127	115	127	113	10	10	0	0	0	0	137	122	9	8	4	4	13	12	4	3	2	2	0	0	6	5	7	6	4	4	-1	-1	11	10	4	4	3	3	-3	-3	4	3
Bus 16	14	60	60	76	74	18	16	38	38	0	0	0	0	56	54	1	1	15	15	16	16	1	0	9	9	0	0	9	9	1	1	16	16	-1	-1	17	17	1	1	10	10	-12	-12	-2	-2
Walk 27	24	208	208	235	232	31	27	133	133	0	0	0	0	164	160	2	2	52	52	54	54	1	1	30	30	0	0	31	31	2	2	57	57	0	0	58	58	1	1	35	35	-44	-44	-8	-8
Other 4	3	0	0	4	3	4	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total 186	165	298	298	484	463	211	187	190	190	0	0	0	0	401	377	15	13	75	75	90	88	6	5	43	43	-1	-1	48	47	12	10	81	81	-22	-22	71	70	7	6	50	50	-62	-62	-5	-6
In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
6	35	1	1	7	36	7	40	0	0	0	0	-32	-4	-25	36	0	3	0	0	1	3	0	1	0	0	-1	-1	-1	1	0	2	0	0	-12	-12	-11	-9	0	1	0	0	0	0	0	1
1	4	1	1	2	5	1	5	1	1	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	5	3	3	8	8	6	6	3	3	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	2	1	1	3	3	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	42	6	6	18	47	15	48	4	4	0	0	-32	-4	-13	48	1	3	0	0	1	3	0	1	0	0	-1	-1	-1	1	0	2	0	0	-12	-12	-11	-9	0	1	0	0	0	0	0	1
10	10	5	5	15	15	12	12	3	3	0	0	-18	-18	-3	-3	1	1	1	1	2	2	0	0	1	1	-1	-1	0	0	1	1	1	1	-18	-18	-16	-16	In	Out	In	Out				
1	1	7	7	8	8	1	1	5	5	0	0	0	0	6	6	0	0	2	2	2	2	0	0	1	1	0	0	1	1	0	0	2	2	0	0	2	2	0	0	1	1	0	0	1	1
3	3	14	14	17	17	3	3	10	10	0	0	0	0	13	13	0	0	4	4	4	4	0	0	2	2	0	0	2	2	0	0	4	4	0	0	4	4	0	0	2	2	0	0	2	2
1	1	1	1	2	2	1	1	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	14	20	20	35	35	16	16	14	14	0	0	-18	-18	12	12	1	1	5	5	6	6	0	0	3	3	-1	-1	2	2	1	1	5	5	-18	-18	-12	-12	0	0	3	3	-1	-1	3	3
																																						In	Out	In	Out				
32	15	3	3	35	17	35	15	2	2	0	0	-4	-28	33	-11	3	1	1	1	4	2	1	1	0	0	-1	-1	0	0	2	1	1	1	-18	-18	-15	-16	1	1	0	0	-1	-1	1	0
4	2	4	4	8	5	4	2	2	2	0	0	0	0	7	4	0	0	1	1	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	-1	-1	0	0
7	7	6	6	13	13	6	6	5	5	0	0	0	0	12	12	0	0	2	2	2	2	0	0	2	2	0	0	2	2	0	0	2	2	0	0	2	2	0	0	1	1	-2	-2	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	21	9	9	47	30	42	22	7	7	0	0	-4	-28	45	1	3	1	2	2	5	3	1	2	2	2	-1	-1	2	3	2	1	3	3	-18	-18	-13	-14	1	1	2	2	-2	-2	0	0
21	18	3	3	24	21	24	21	2	3	0	0	-6	-4	19	21	2	1	1	1	3	2	1	1	0	0	-1	-1	0	0	1	1	1	1	-18	-18	-16	-16	1	1	1	1	-1	-1	1	1
3	2	4	4	7	7	3	3	3	3	0	0	0	0	6	5	0	0	1	1	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	-1	-1	0	0
5	5	9	9	14	14	5	5	7	7	0	0	0	0	12	12	0	0	2	2	2	2	0	0	2	2	0	0	2	2	0	0	2	2	0	0	3	3	0	0	2	2	-2	-2	-1	-1
0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	24	12	13	38	36	30	28	9	10	0	0	-6	-4	33	34	2	2	3	3	5	5	1	1	2	2	-1	-1	2	2	1	1	3	3	-18	-18	-13	-13	1	1	3	3	-3	-3	0	0