15.0 Greenhouse Gas Emissions and Climate Change

Introduction

This chapter considers the potential for the Proposed Action to result in effects on greenhouse gas (GHG) emissions and climate change. The 2021 *CEQR Technical Manual* notes that increased concentrations of GHGs are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitations levels and intensity. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. In New York City, increased temperatures may lead to an increase in summertime electricity demand due to greater usage of air conditioning, which in turn may result in more frequent power outages. Increases in precipitation levels and intensity may lead to more street and sewer flooding, while extended droughts and increased water demand may strain the City's water supply system. Rising sea levels may lead to increased risks of coastal flooding, as well as damage to infrastructure not designed to withstand saltwater exposure.

Through PlaNYC, New York City's long-term sustainability program, and continued and enhanced in OneNYC, the City advances sustainability initiatives and goals to both greatly reduce GHG emissions and increase the City's resilience to climate change. The goal to reduce citywide GHG emissions to 30 percent below 2005 levels by 2030 was codified by Local Law 22 of 2008, known as the New York City Climate Protection Act (the GHG reduction goal). In September 2014, New York City committed itself to an 80 percent reduction in GHGs by the year 2050 (80 x 50), with an interim target to reduce GHG emissions 40 percent by 2030 (40 x 30) and took immediate steps to achieve that goal. On November 13, 2014, the City Council passed a bill to reduce citywide GHG emissions by 80 percent by 2050, and it was adopted on December 14, 2014 (Local Law 66 of 2014). In 2016, as part of the City's implementation of strategies aimed at achieving the OneNYC GHG reduction goals, the City adopted a more stringent building energy code which substantially increased the energy efficiency required. In 2016, the City also published a pathway to achieving the GHG reduction goals in the building sector. On May 18, 2019, the City Council passed Local Law 97 of 2019, which sets emission caps for many different types of buildings, with the goal of achieving a 40 percent overall reduction of emissions by 2030. On March 29, 2020, the City Council adopted an even more stringent energy code that would apply to the development resulting from the Proposed Actions.

Per the *CEQR Technical Manual*, the citywide GHG reduction goal is currently the most appropriate standard to analyze a project under CEQR. The *CEQR Technical Manual* recommends analysis of GHG emissions for projects that would result in development of 350,000 square feet (sf) or greater. Approval of the Proposed Actions would result in the development of approximately 5.7 million sf of incremental floor area on projected development sites under the With-Action condition. Therefore, a GHG consistency assessment is provided below.

Principal Conclusions

An assessment that evaluates the GHG emissions that would be generated as a result of the Proposed Actions and their consistency with the citywide GHG reduction goals is included in this Environmental Impact Statement (EIS). It is estimated that the reasonable worst-case development scenario (RWCDS) associated with the Proposed Actions would result in approximately 49,482 metric tons of carbon dioxide equivalent (CO_2e) of annual emissions from building operations and approximately 19,381.73 metric tons of CO_2e emissions. As summarized below, the Proposed Actions would support the goals identified in the *CEQR Technical Manual* for building efficient buildings.

The Proposed Actions would be consistent with the City's emission reduction goals, as defined in the *CEQR Technical Manual*. The Proposed Actions would add new residents and increase the number of jobs in an area well-served by public transportation, including the subway, several bus lines, and the Long Island Railroad. This change between No-Action and With-Action conditions could potentially result in less GHG emissions associated with automobile use and less efficient older buildings.

Therefore, the Proposed Actions would not result in any significant adverse impacts to GHG emissions or climate change.

Greenhouse Gas Emissions

Pollutants of Concern

The *CEQR Technical Manual* list six internationally recognized GHGs regulated under the Kyoto Protocol: carbon dioxide (CO_2), nitrous oxide (N_2O), methane (CH_4), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). GHGs differ in their ability to trap heat. To compare emissions of GHGs, compilers use a weighting factor called a Global Warming Potential (GWP), where the heat-trapping ability of 1 metric ton (1,000 kilograms) of CO_2 is taken as the standard, and emissions are expressed in terms of CO_2e but can also be expressed in terms of carbon equivalents. The GHGs that are emitted because of human activities and their GWPs are presented in **Table 15-1**.

Table 15-1. Global Warming Potential for Primary Greenhouse Gases

Greenhouse Gase	Common Sources	GWP
CO_2 – Carbon Dioxide	Fossil fuel combustion, forest clearing, cement production	1
CH_4 - Methane	Landfills, production and distribution of natural gas and petroleum, anaerobic digestion, rice cultivation, fossil fuel combustion	21
N_2O – Nitrous Oxide	Fossil fuel combustion, fertilizers, nylon production, manure	310
HFCs - Hydrofluorocarbons	Refrigeration gases, aluminum smelting, semiconductor manufacturing	140–11,700*
PFCs – Perfluorocarbons	Aluminum production, semiconductor manufacturing	6,500–9,200*
SF_6 – Sulfur Hexafluoride	Electrical transmissions and distribution systems, circuit breakers, magnesium production	23,900

Source: Table 18-1 of the 2021 CEQR Technical Manual.
Note: Since the Second Assessment Report (SAR) was published in 1995, the IPCC has published updated GWP values in its Third Assessment Report (TAR) and Fourth Assessment Report (AR4) that reflect new information on atmospheric lifetimes of greenhouse gases and an improved calculation of the radiative forcing of CO2. However, GWP values from the SAR are still used by international convention to maintain consistency in GHG reporting, including by the United States when reporting under the United Nations Framework Convention on Climate Change.
*The GWPs of HFCs and PFCs vary depending on the specific compound emitted. A full list of these GWPs is available in Table ES-1 of the U.S. Environmental Protection Agency's Inventory of Greenhouse Gas Emissions and Sinks: 1990-2008, available at: Inventory-GHG 1990-2008.

Policy, Regulations, Standards, and Benchmarks for Reducing GHG Emissions

Because of the growing consensus that GHG emissions resulting from human activity have the potential to profoundly impact the earth's climate, countries around the world have undertaken efforts to reduce emissions by implementing both global and local measures addressing energy consumption and production, land use, and other sectors. There are also regional and local efforts to reduce GHG emissions.

New York State Climate Leadership and Community Protection Act

In 2019, New York State enacted the Climate Leadership and Community Protection Act (CLCPA), which became effective January 1, 2020. Among other requirements, the CLCPA Section 7(2) directs State agencies to determine whether the decisions they make are consistent with the statewide GHG emission reduction goals established by the CLCPA (ECL Article 75). Pursuant to ECL Article 75, the CLCPA requires a statewide reduction in GHG emissions from 1990 levels of 40 percent by 2030 and 85 percent by 2050 (6 NYCRR Part 496). Further, the CLCPA requires that the energy generation sector be zero-emissions by 2040. The legislation also charges the New York State Climate Action Council (CAC) with making recommendations to establish agency regulations to reduce emissions and increase investments in renewable energy sources. The State must also ensure that significant portions of such investments are made in Disadvantaged Communities. To address Section 7(3) of the CLCPA, the State is required to prioritize the reduction of GHG emissions and co-pollutants in Disadvantaged Communities. As **Figure 15-1** shows, portions of the Project Area are designated as Disadvantaged Communities.

On December 19, 2022, the CAC approved a Scoping Plan for the CLCPA.[1] The New York State fiscal year 2023-2024 budget focuses on, among other things, investment in energy affordability, sustainable buildings, and clean, renewable energy, consistent with the CLCPA cap-and-invest program to accelerate climate action and support the State's renewable energy targets.

On December 20, 2023, the New York State Department of Environmental Conservation (NYSDEC) released the "New York Cap-and-Invest Pre-Proposal Outline," which provides stakeholders with a summary of the NYSDEC's current leanings with respect to the design and implementation of the New York Cap-and-Invest (NYCI) program. The NYCI program will establish a gradually declining cap on statewide GHG emissions and require certain obligated entities to purchase allowances to gain the right to emit GHGs in New York State. The number of allowances available will decrease over time as the cap decreases, incentivizing the reduction of GHG emissions. Allowances will be auctioned according to procedures to be outlined in the forthcoming Auction Rule.

The outline indicates that the program will not allow offsets (e.g., investing in projects that reduce or sequester GHG emissions not conducted by the facility) of any kind to be used for compliance. The cap will be set each year with a goal of approaching the statewide GHG emissions reduction goals established by the CLCPA for the years 2030 and 2050. Sources that are determined to be part of emissions-intensive and trade-exposed (EITE) industries may receive allocations of allowances from the NYSDEC to reduce the risk of leakage and to affect EITE facilities' financial burden. The program is preliminary and subject to public comments before finalizing. Both the NY GHG reporting program and the NYCI program are planned to begin in 2025.

New York City Initiatives

In 2019, the New York City Council enacted a legislative package targeting GHG emissions associated with building energy consumption—the Climate Mobilization Act (Local Law 97). For most buildings that exceed 25,000 gsf (excluding electricity/steam generation facilities, rent-regulated accommodations, places of public worship, and City-owned properties), the City has established annual building emission limits beginning in 2024 and would require the owner of a covered building to submit annual reports demonstrating the building is in compliance with the current GHG emission limits. For buildings not covered under the GHG emissions limits, owners may either demonstrate compliance with the current limits or implement specified energy conservation measures where applicable.

In March 2020, the City enacted Local Law 48 of 2020, to bring the New York City Energy Conservation Code up to date with the 2020 Energy Conservation Construction Code of New York State (2020 ECCCNYS), which is based on the 2018 edition of the International Energy Conservation Code and ASHRAE Standard 90.1-2016, and also aligns with the New York State Energy Research and Development Authority (NYSERDA) NYStretch Energy Code-2020. This new version of the Energy Conservation Code adopts the provisions of the 2020

[1] New York Climate Act Scoping Plan https://climate.ny.gov/resources/scoping-plan/

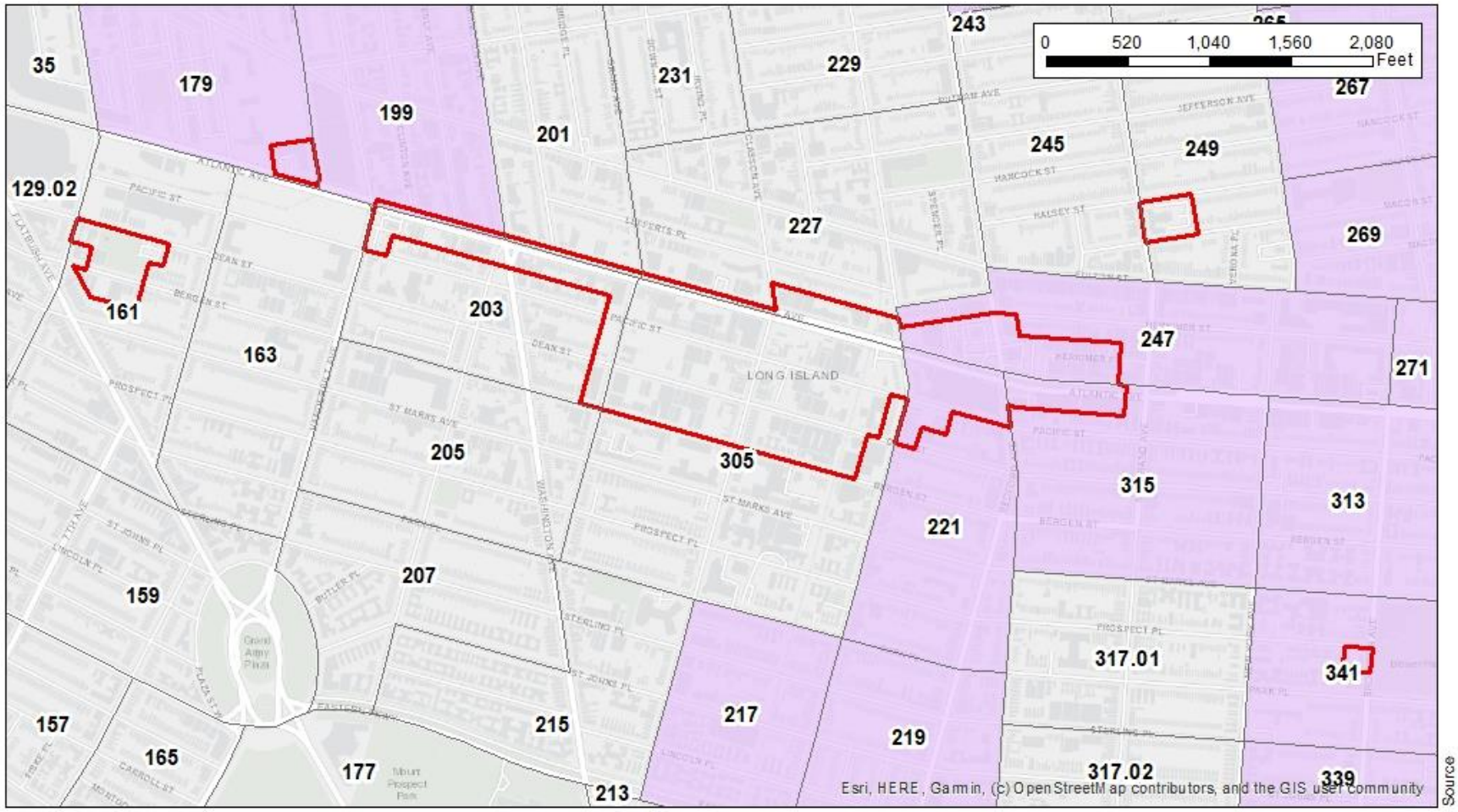
ECCCNYS, aligns it with administrative provisions of the New York City Construction Codes, aligns with the provisions of the NYSERDA NY Stretch Energy Code-2020, and adopts additional requirements. It is intended to ensure that the construction of new buildings, additions, and alterations will meet the 80 percent GHG reduction by 2050.

In December 2021, the New York City Council enacted Local Law 154, intended to limit the use of fossil fuels in future building construction. This law requires expansion of electric alternatives for cooking, heating, and service hot water in replacement of those powered by natural gas and fuel oil. The law takes effect in phases; the first phase for smaller buildings took effect in December 2023.

Other Benchmarks

A number of benchmarks for energy efficiency and green building design have also been developed (green building design considerations include factors such as material selection, which affects GHG emissions associated with materials extraction, production, delivery, and disposal). For example, the LEED system is a benchmark for the design, construction, and operation of high-performance green buildings that includes energy efficiency components.

Similarly, ENVISION is a voluntary system for benchmarking performance and resiliency of physical infrastructure projects. The U.S. Environmental Protection Agency (EPA) Energy Star is a voluntary labeling program designed to identify and promote the construction of new energy-efficient buildings, facilities, and homes and the purchase of energy-efficient appliances, heating and cooling systems, office equipment, lighting, home electronics, and building envelopes.



Atlantic Avenue Mixed-Use Plan

Figure 15-1
NYS Disadvantaged Communities

Methodology

Greenhouse Gas Emissions

New York City determined that consideration of GHG emissions is appropriate under CEQR for at least certain projects for several reasons: (a) GHG emission levels may be directly affected by a project's effect on energy use; (b) the U.S. Supreme Court has upheld the determination that carbon dioxide, one of the main GHGs, is an air pollutant, subject to regulation as defined by the Clean Air Act; and (c) Local Law 22 of 2008 codified PlaNYC's citywide GHG emissions reduction goal of 30 percent below 2005 levels by 2030. Moreover, the City has also adopted a longer term goal of reducing emissions to 80 percent below 2005 levels by 2050, which was codified by Local Law 66 of 2014, and has published a study evaluating the potential for achieving that goal. In accordance with the *CEQR Technical Manual*, the GHG consistency assessment focuses on Proposed Actions that would result in development of 350,000 sf or greater and other energy-intense projects. As discussed above, the With-Action condition would facilitate an incremental 5.7 million sf of floor area in the Project Area.

A project's GHG emissions can generally be assessed in two steps: the first would be to estimate the GHG emissions resulting from the Proposed Actions and the second would be to examine the Proposed Actions in terms of the qualitative goals for reducing GHG emissions, as defined in the *CEQR Technical Manual*. A project's emissions are estimated with respect to the following main emissions sources: on-site operational emissions (direct and indirect); mobile source emissions (direct and indirect); and, when applicable, construction emissions and emissions from solid waste management. After the emissions are estimated, the source of GHG emissions are examined in terms of goals for reducing GHG emissions using qualitative considerations. As defined in the *CEQR Technical Manual*, the qualitative goals that should be assessed, as relevant to the Proposed Actions are: (1) pursuing transit-oriented development; (2) generating clean, renewable power; (3) constructing new resource- and energy-efficient buildings and/or improving the efficiency of existing buildings; and (4) encouraging sustainable transportation.

Operational emissions and mobile source emissions were considered for this analysis. Pursuant to CEQR Technical Manual methodology, the assessment is based on the total GHG emissions associated with the Proposed Actions, rather than the relative increment of the Proposed Actions' GHG emissions as compared to the No-Action condition. Given the construction phase is not likely to be a significant part of total emissions resulting from the Proposed Actions, emissions associated with construction of the Proposed Actions have been described qualitatively based on other similar analyses for large building construction. Similarly, because the Proposed Actions are not expected to fundamentally change the City's solid waste management system, an estimate of emissions from solid waste management is not warranted.

Building Operational Emissions

According to the *CEQR Technical Manual*, for projects such as the Proposed Actions, where details such as the specific fuel type to be used are unknown at this time, annual GHG emissions should be estimated based on a project's anticipated future flood area. Table 18-4 of the *CEQR Technical Manual* provides the carbon intensities of New York City building types, which were used to calculate annual operations emissions of the Proposed Actions' With-Action development.

Mobile Source Emissions

The number of annual vehicle trips by mode (cars, taxis, and trucks) that would be generated by the Proposed Actions was calculated using the transportation planning assumptions developed for the traffic analysis presented in **Chapter 13, Transportation**. The assumptions used in the calculation include average daily weekday and Saturday person trips and delivery trips by use, the percentage of trips by mode, and the average vehicle occupancy. To calculate annual totals, the number of trips on Sundays was assumed to be the same as on Saturdays. Average one-way trip distances as shown in Table 18-5 and Table 18-6 of the *CEQR Technical Manual* were used in calculations of annual vehicles miles traveled (VMTs) by cars and taxis. The average truck trip was assumed to be 38 miles as per the *CEQR Technical Manual*. Table 18-7 of the *CEQR Technical Manual* was used to determine the percentage of vehicle miles traveled by road type.

The projected annual VMT under the With-Action condition, forming the basis for the GHG emissions calculations from mobile sources, are summarized in **Table 15-2**. The mobile GHG emissions calculator was used to obtain an estimate of car, taxi, and truck GHG emissions attributable to the Proposed Actions.

Table 15-2: Incremental Vehicle Miles Traveled per Year

Use Type	Passenger Vehicle	Taxi	Truck
Retail (Local & Destination)	14,577,003	327,509	1,808,501
Office	6,024,652	208,042	2,075,376
Residential	12,171,529	2,188,415	5,706,673
Industrial[a]	-7,263,869	-377,422	-4,529,190
Medical Office [a]	2,316,029	414,780	389,825
Community Center [a]	2,176,456	-	440,892
Senior Center [a]	21,472	-	23,530
Arts & Cultural [a]	1,028,329	337,635	79,221
Total:	**31,051,600**	**3,098,957**	**5,994,829**

[a] Assumes Office rate of 8 miles per one-way trip.

Construction Emissions

Consistent with common CEQR practice, emissions associated with construction under the RWCDS have not been estimated explicitly for the Proposed Actions, but analyses prepared for development projects in New York City have shown that construction emissions (both direct and emissions embedded in the production of materials, including on-site construction

equipment, delivery trucks, and upstream emissions from the production of steel, rebar, aluminum, and cement used for construction) would be equivalent to the total operational emissions from the operation of the buildings over approximately five to ten years.[2]

Emissions from Solid Waste Management

The Proposed Actions would not change the City's solid waste management system. Therefore, pursuant to the guidance of the CEQR Technical Manual, GHG emissions from solid waste generation, treatment, transportation, and disposal are not quantified.

Climate Change Initiatives

There are several City initiatives related to assessing the potential local impacts to global climate change and development strategies to make existing and proposed infrastructure and development more resilient to the effects of climate change.

The City convened the New York City Panel on Climate Change (NPCC) composed of academic, policy advisors, and agencies to develop climate change projections of New York City. The 2009 Climate Risk Information report was prepared by the NPCC as part of PlaNYC to advise the Mayor and the Task Force on issues related to potential impacts on infrastructure due to climate change, including temperature, precipitation, rising sea levels, and extreme weather events. The NPCC developed projections using the Intergovernmental Panel on Climate Change (IPCC)-based methods to generate model-based probabilities for temperature, precipitation, sea level rise, and extreme events including coastal flooding in the 1 percent annual chance floodplain for the 2020s to the 2080s. These projections were developed using 16 global climate model (GCM) simulations and three GHGH emission scenarios. The NPCC released "Climate Change Adaptation in New York City: Building a Risk Management Response" in 2010 to serve as a basis for climate change adaptation in the City. In June 2013, the NPCC published "Climate Risk Information 2013: Observations, Climate Change Projections, and Maps," which outlines the most recent NPCC future climate projections. The NPCC regularly assesses climate change projections and updates their projections regularly. The resulting reports serve as a guide in the City's policymaking process. The most recent NPCC assessment is the 4th assessment issued in April 2024.

Climate Change

The City established an interagency group to work with the Federal Emergency Management Agency (FEMA) to revise the Flood Insurance Rate Maps (FIRMs) for the City, which set the base flood elevations for development on the floodplain and triggers the City's building code flood protection requirements. Currently, the FIRMs are undergoing revision to reflect changes in coastal shorelines and elevation, but the City's building code requirements will continue to reflect the 2015 Preliminary FIRMs.

[2] Examples include GHG analyses prepared for the EISs for Riverside Center, the Domino Sugar Rezoning, and the Western Rail Yard.

According to the 2021 *CEQR Technical Manual*, depending on a project's sensitivity, location, and useful life, it may be appropriate to provide a qualitative discussion of the potential effects of climate change on a project. Rising sea levels and increases in storm surge and coastal flooding are the most immediate threats in New York City. An analysis of climate change may be warranted for projects located within the 100- and 500-year flood zones. Based on the FEMA Preliminary Flood Insurance Rate Maps (pFIRMS), the Affected Area is not located in the 100- or 500-year flood zones and is not located in the NPCC 100- and 500-year projections for the 2020s and 2050s. Therefore, the Affected Area is not susceptible to storm storge, coastal flooding, or sea level rise, and further assessment of climate change is not warranted.

There are also several plans to prepare the City for extreme climate events—the Natural Hazard Mitigation Plan, Coastal Storm Plan, Heat Emergency Plan, Debris Management Plan, Power Disruption Plan, Winter Weather Emergency Plan, and Flash Flood Emergency Plan. The Natural Hazard Mitigation Plan will be integrated with climate projections and include climate change as a hazard.

The New York City Department of Environmental Protection (DEP) also issued several plans aimed at evaluating and implementing adaptive strategies for infrastructure. These include the New York City Green Infrastructure Plan and Sustainable Stormwater Management Plan. In 2013, DEP released the NYC Wastewater Resiliency Plan that identifies wastewater treatment plants and pumping stations vulnerable to flooding, estimates potential costs of future damage, and recommends protective measures such as waterproofing or elevation critical equipment out of flood elevations to reduce the risk of damage and loss of services.

The Department of City Planning (DCP) developed the Waterfront Revitalization Program (WRP) that serves as the City's principal coastal management tool and established the City's policies for development and use on the waterfront. It requires that proposed developments in the 1 percent annual change floodplain meet the goals set forth in the policies outlined in WRP, including Policy 6, where a development would need to assess current and future sea level rise and flooding scenarios and implement flood resiliency measures.

DCP also published the Zoning for Coastal Flood Resiliency (ZCFR), a series of zoning changes for developments on the floodplain. ZCFR expands the geography where optional zoning rules apply to include the 0.2 percent annual chance floodplain, allows optional flexibility to adjust the building envelope from a reference plane, allows certain exemptions in floor area, introduces flexibility for existing non-compliant and/or non-conforming buildings to be retrofitted or reconstructed to meet or exceed flood-resistant construction standards, and permitted obstruction rules for buildings to elevate mechanical, electrical and plumbing equipment, among other modifications and provisions.

Projected GHG Emissions from the Proposed Actions

Operational Emissions

The annual estimated GHG emissions associated with the operational emissions of the projected development sites is shown in **Table 15-3**.

Table 15-3: Annual Operational Emissions – RWCDS

Building Type	CTM Carbon Intensity Rates (kg CO_2e/sq. ft)	RWCDS Floor Area	GHG Emissions (kg)	GHG Emissions (metric tons)
Commercial	9.43	867,309	8,178,724	8,179
Industrial	23.18	77,095	1,787,062	1,787
Institutional	11.42	389,402	4,446,971	4,447
Large Residential (>4 family)	6.59	5,321,642	35,069,621	35,070
Small Residential (1-4 family)	4.52	-	-	-
Total Operational GHG Emissions			**49,482,378**	**49,482**

Mobile Source Emissions

The number of annual motorized vehicle trips by mode (cars, taxis, and trucks) that would be generated by the Proposed Actions was calculated using the transportation planning assumptions developed for the traffic analysis and presented in **Chapter 13, Transportation**. The assumptions used in the calculation include average daily weekday and Saturday person trips and delivery trips by proposed use, the percentage of vehicle trips by mode, and the average vehicle occupancy. To calculate annual totals, the number of trips on Sundays was assumed to be the same as on Saturdays. As stated above, annual vehicle miles traveled by cars, taxis, and trucks were calculated in accordance with the guidance of Tables 18-5, 18-6, and 18-7 of the *CEQR Technical Manual*. As presented in **Table 15-2** above, it is estimated that the vehicle trips generated by the Proposed Actions would travel a total of 40,145,386 miles annually.

The mobile GHG emissions calculator was used to obtain an estimate of car, taxi, and truck GHG emissions attributable to the Proposed Actions. As shown in **Table 15-4**, annual mobile source emissions related to the Proposed Actions would result in approximately 19,381.82 metric tons of carbon dioxide equivalents.

Table 15-4: Annual Mobile Source Emissions for 2034 – CO_2 Emissions (metric tons/year)

Road Type	Passenger Vehicles	Taxis	Trucks	Total
Local	2,260.00	202.56	2,218.99	**4,681.55**
Arterial	4,531.39	404.76	3,914.36	**8,850.51**
Interstate/Expressway	3,044.15	267.25	2,538.28	**5,849.68**
Total	**9,835.54**	**874.56**	**8,671.63**	**19,381.73**

Summary

The total projected GHG emissions from the projected development sites under the Proposed Actions are shown in **Table 15-5**. The estimated total of 68,863 metric tons of GHG emissions is approximately 0.13 percent of New York City's 2021 annual total of 52.87 metric tons. As noted above, the estimated operational GHG emissions from the Proposed Actions conservatively do not include any additional energy efficiency measures that may be implemented by individual developments on projected development sites. As described above, construction emissions were not modeled, but are estimated to be equivalent to approximately 5 to 10 years of operational emissions, including direct energy and emissions embedded in materials. The Proposed Actions are not expected to change the City's solid waste management system, and therefore emissions associated with solid waste are not presented.

Table 15-5: Total Annual GHG Emissions from the Proposed Actions

Emissions Source	CO_2e Emissions (metric tons)
Operational	49,482
Mobile Sources	19,381.73
Total	**68,863.73**

Consistency with GHG Reduction Goal

According to the *CEQR Technical Manual*, the assessment of consistency with the City GHG reduction goal should answer the following question: "Is the project consistent with the goal of reducing GHG emissions, specifically the attainment of the City's established GHG reduction goal of reducing citywide GHG emissions by 30 percent below 2005 levels by 2030?" To determine consistency with the City's overall GHG reduction goal, the following assesses consistency with the four major goals as cited in the *CEQR Technical Manual*, as relevant to the Proposed Actions:

- Pursue transit-oriented development;
- Generate clean renewable power through replacement of inefficient power plants with state-of-the-art technology and expanding the use of clean distributed generation (not applicable in the case of the Proposed Actions);
- Construct new resource- and energy-efficient buildings (including the use of sustainable construction materials and practices) and improve the efficiency of existing buildings; and
- Encourage sustainable transportation through improving public transit, improving the efficiency of private vehicles, and decreasing the carbon intensity of fuels.

The Proposed Actions show consistency with these goals in that:

- The Project Area is well-served by public transportation including the Franklin Avenue Shuttle (S) and the IND Fulton Street line (A/C). Stations in proximity to the Project Area include the Franklin Avenue Station (C/S), Nostrand Avenue (A/C), and Clinton-Washington-Avenue (A/C). The Project Area is also served by several bus lines including the B25, B43, B44, B45, and the B48. Finally, the Project Area is served by the Long Island Rail Road's Nostrand Avenue station. The Proposed Actions would allow increases in density to areas that can accommodate future growth, such as those close to subway lines. By incentivizing new development in the Project Area, which is well-served by transit, the Proposed Actions support transit-oriented development in New York City.

- Approval of the Proposed Actions would facilitate the development of vacant and underutilized sites.

- New buildings facilitated by the Proposed Actions, which would replace existing structures or vacant lots, would be subject to the New York City Energy Conservation Code (NYCECC), which comprises the 2010 ECCCNYS in addition to a series of local laws, including the New York City building code. The NYCECC governs performance requirements of HVAC systems, as well as the exterior building envelope of new buildings. In compliance with this code, new development resulting from the Proposed Actions must meet standards for energy efficiency.