Park Avenue Brooklyn Rezoning

~~Draft~~ Final Scope of Work for an Environmental Impact Statement

CEQR #: 24DCP124K

Lead Agency:
NYC Department of City Planning

Applicant:
Park Ave. Rezoning Partners LLC.

Prepared by:
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~~April 30~~March 13, 202~~6~~4

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This document is the Final Scope of Work (Final Scope) for the Park Avenue Brooklyn Rezoning Draft Environmental Impact Statement (DEIS). This Final Scope has been prepared to describe the Proposed Actions, present the proposed framework for the EIS analyses, and discuss the procedures to be followed in the preparation of the DEIS. This Final Scope incorporates changes that were made subsequent to publication of the Draft Scope of Work (Draft Scope). Revisions of the Draft Scope have been incorporated into this Final Scope and are indicated by double-underlining new text and striking deleted text.

A. INTRODUCTION

This ~~Draft Scope of Work ("Draft~~Final Scope~~")~~ outlines the technical areas to be analyzed in the preparation of the ~~Draft Environmental Impact Statement (~~DEIS~~)~~ for the Park Avenue Brooklyn Rezoning in the Bedford-Stuyvesant neighborhood of Brooklyn Community District (CD) 3. The New York City Department of City Planning (DCP), acting on behalf of the New York City Planning Commission (CPC), as lead agency for City Environmental Quality Review (CEQR), has determined that the project will require the preparation of an EIS.

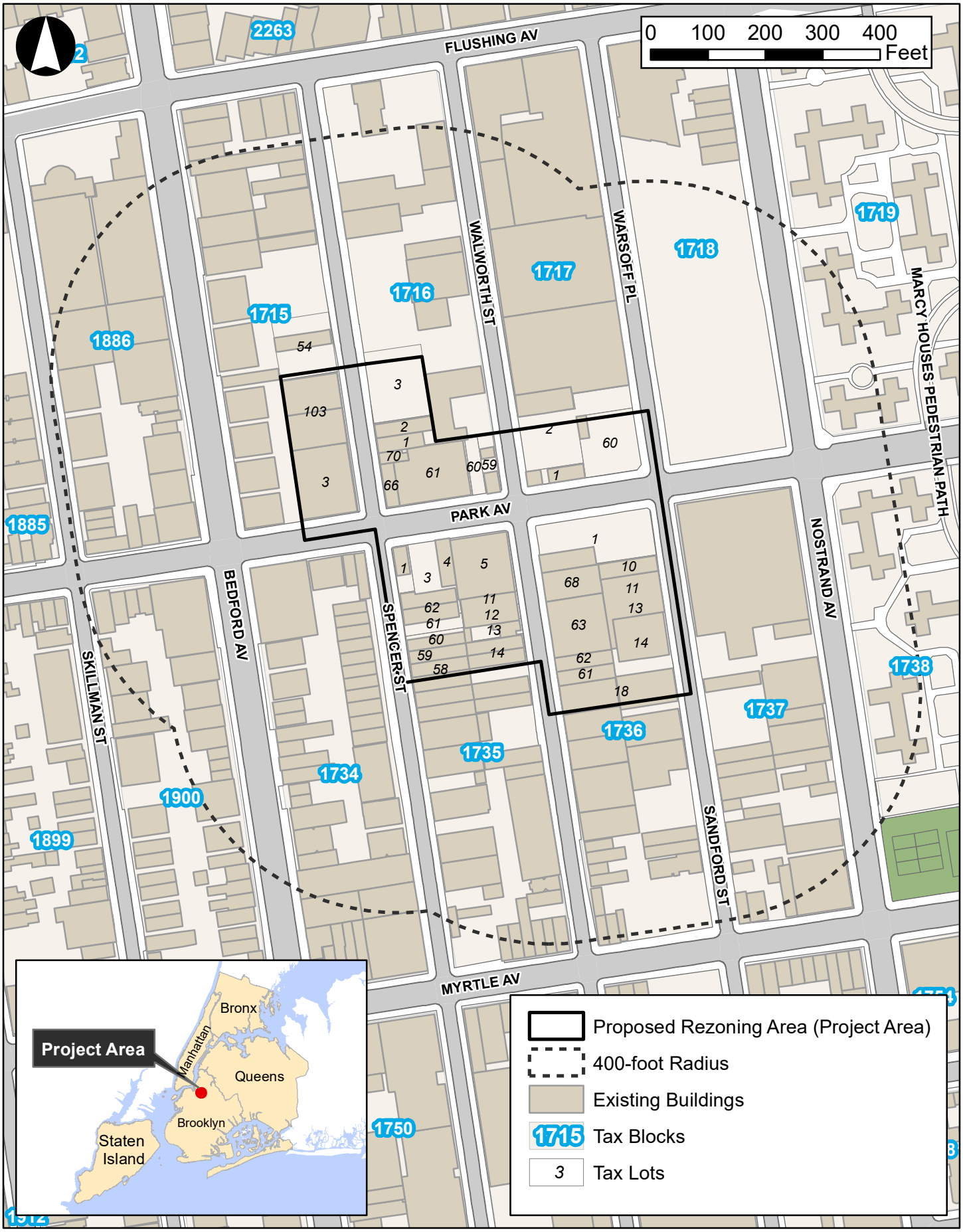
~~Approval of the Proposed Actions would facilitate the redevelopment of nine Applicant-controlled Projected Development Sites within the Project Area.~~ As shown in **Figure 1**, the Project Area is bounded by a depth of 250 feet from Park Avenue on the eastern side of Block 1715 and the western side of Block 1716, a depth of 225 feet from Park Avenue on Block 1735, a depth of 100 feet from Park Avenue on the eastern side of Block 1716 and on Block 1717, and a depth of 325 feet from Park Avenue on Block 1736. Approval of the Proposed Actions would facilitate the redevelopment of nine Applicant-controlled Projected Development Sites within the Project Area. On these sites, the Applicant intends to develop 391 dwelling units (DUs), 63,429 gross-square feet (gsf) of commercial space, and 202,125 gsf of private educational facilities (the Building Program).[1] In total, inclusive of existing floor area that would not be redeveloped, development on the Applicant-controlled Projected Development Sites in the With-Action condition would include approximately 39~~3~~1 dwelling units (DUs), of which approximately 101 would be permanently affordable pursuant to the MIH program (assuming the Applicant's proposed Option 1), approximately 65,072 gross-square-feet (gsf) of ground floor local retail space, 244,088 gsf of private school space, and 11,590 gsf of medical office.

In the With-Action reasonable-worst case development scenario (RWCDS), in addition to the Applicant's nine Projected Development Sites described above, the Proposed Actions are expected to facilitate the redevelopment of three additional Projected Development Sites (Block 1716, Lots 59-60 [Projected Development Site 7], Block 1735, Lots 61-62 [Projected Development Site 11] and Block 1717, Lot 2 [Projected Development Site 12]). For RWCDS purposes, it is assumed that development at these three Non-Applicant sites~~Together it is assumed that development at these three sites, as a result of the Proposed Actions,~~ would total approximately ~~88~~90 DUs, 23 of which would be permanently affordable pursuant to MIH Option 1, and approximately 15,083 gsf of ground floor local retail in the With-Action condition.

~~The total RWCDS With-Action Scenario comprises 450,663 gsf of residential space, 80,155 gsf of local retail space, 244,088 gsf of private school space, 11,590 gsf of medical office space, and approximately 150 off-street parking spaces on 12 Projected Development Sites. The With-Action total RWCDS would include 479 total DUs, of which approximately 124 would be permanently affordable pursuant to MIH.~~

[1] In addition to the Building Program on the Projected Development Sites, the Proposed Actions would also legalize an existing 37,500 gsf school at 48 Spencer Street (Block 1715 Lot 103), which is not part of the RWCDS.

Project Location



For CEQR analysis purposes, the Applicant's nine development sites and three non-Applicant sites are considered collectively and referred to as the total RWCDS for the Proposed Actions. Overall, the total RWCDS for the Proposed Actions would result in a total of 483~~79~~ DUs, including 124 affordable units pursuant to the Applicant's proposed MIH Option 1[2], 244,088 gsf of private school space, 80,155 gsf of local retail space, 11,590 gsf of medical office space, and 151~~0~~ parking spaces (the With-Action condition) on the 12 Projected Development Sites. Compared to No-Action conditions~~As such~~, the total RWCDS for the Proposed Actions would result in an incremental (net) increase of approximately 481~~76~~ DUs, including 124 affordable units pursuant to MIH Option 1, 201,838 gsf of private school space, 28~~7~~,505 gsf of local retail space, and ~~a~~ net decrease~~s~~ of approximately 40,250 gsf of medical office space, 17,969 gsf of office space, 11,400 gsf of warehouse space, 5,000 gsf of house of worship space, as well as~~and~~ a net decrease of 10~~0~~4 parking spaces~~, compared to No-Action conditions~~.

For RWCDS~~'~~ purposes, the Proposed Actions are also assumed to have the potential to result in development at two other non-Applicant-controlled sites (Block 1736, Lot 68 [Potential Development Site A] and Block 1735, p/o Lot~~s~~ 5~~9~~8~~-60~~ [Potential Development Site B]), which are less likely to occur by the analysis year of 2031. These Potential Development Sites are excluded from density-related analyses in the EIS~~. The Proposed Actions have the potential to facilitate the development of approximately 57 DUs, 15 of which would be permanently affordable pursuant to MIH, and approximately 10,900 gsf of community facility (house of worship) space at the two Potential Development Sites~~.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

Required Approvals

The Proposed Actions would encompass ~~several~~ discretionary actions that are subject to review under the City Environmental Quality Review (CEQR) process. The anticipated discretionary actions include:

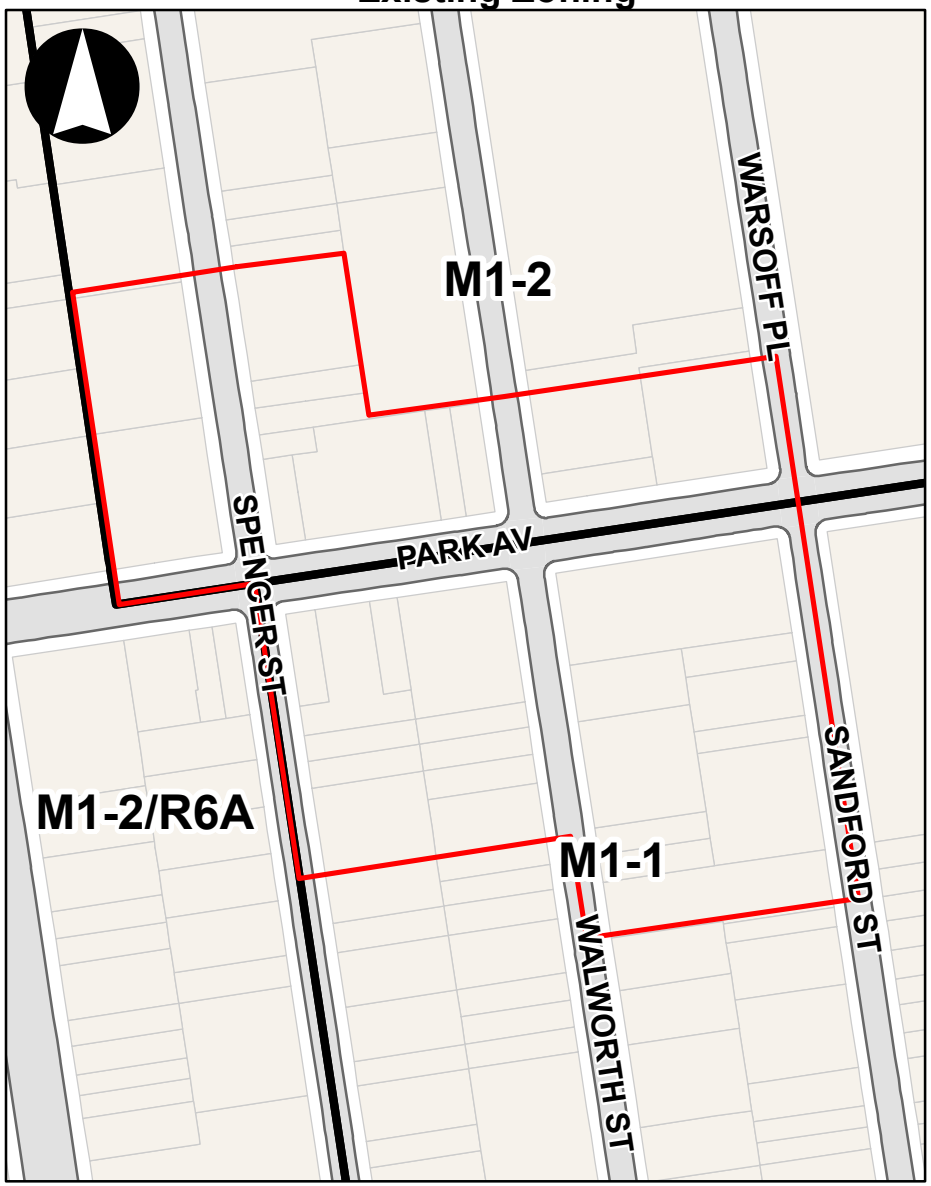
1. A zoning map amendment, which would rezone portions of the Project Area that ~~is~~are currently zoned M1-1 and M1-2 to M1-4/R7D and M1-4/R6-1 Special Mixed-Use MX-4 (Flushing/Bedford) Districts. **Figure 2** depicts the current and proposed zoning. The Project Area is bounded by a depth of 250 feet from Park Avenue on the eastern side of Block 1715 and the western side of Block 1716, a depth of 225 feet from Park Avenue on Block 1735, a depth of 100 feet from Park Avenue on the eastern side of Block 1716 and on Block 1717, and a depth of 325 feet from Park Avenue on Block 1736.
2. ~~The~~ A proposed zoning text amendment ~~would~~to ~~: a)~~ establish the Project Area as an MIH area~~; b) amend Article II of the Zoning Resolution to establish and define the R6-1 zoning district; and c) modify the Special Mixed-Use District MX-4 (Flushing/Bedford) to include M1-4/R6-1 and M1-4/R7D zoning designations~~.

City Environmental Quality Review (CEQR) and Scoping

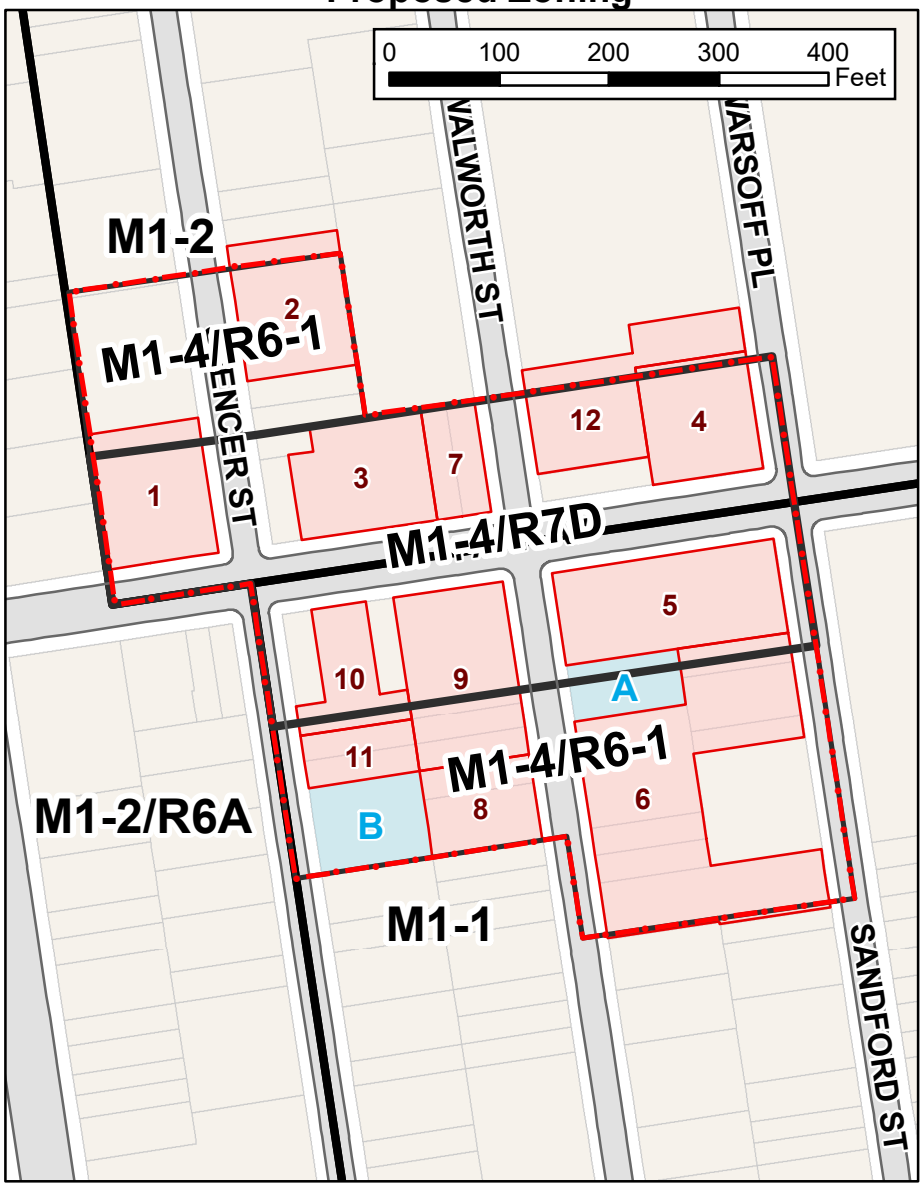
The Proposed Actions are classified as a Type I Action, as defined under 6 NYCRR Part 617.4 and NYC Executive Order 91 of 1977 §6-15 (2) and are subject to environmental review in accordance with CEQR guidance. An Environmental Assessment Statement (EAS) and Positive

[2] The number of permanently affordable MIH units is based on a percentage of floor area under the RWCDS and could range from 20 percent affordable under MIH Option 3 to up to 30 percent under MIH Option 2.

Existing Zoning



Proposed Zoning



Source: NYCDCP (PLUTO 2025, Version 1); DoITT; ESRI

Legend

Proposed Rezoning Area | Zoning Districts | 1 Projected Development Sites | A Potential Development Sites

Park Avenue Brooklyn Rezoning

This figure has been updated for the FSOW

Figure 2
Existing and Proposed Zoning

Declaration were issued on April 30, 2024, by DCP, as lead agency. DCP has determined that the Proposed Actions may result in significant adverse environmental impacts and directed that a DEIS be prepared.

The~~is~~ Draft Scope ~~of Work (Draft Scope)~~ for the preparation of a DEIS contained~~s~~ a description of the Proposed Actions and the tasks that would be undertaken to analyze the potential environmental impacts of the Proposed Actions and associated total RWCDS. The~~is~~ Draft Scope set~~s~~ forth the analyses and methodologies that will be utilized to prepare the DEIS. During the public comment period, those interested in reviewing the Draft Scope ~~may~~ had the opportunity to do so and give their comments to the lead agency.

In accordance with City and State environmental review regulations and methodologies, the Draft Scope ~~of Work~~ to prepare the EIS was issued on April 30, 2024.~~SEQRA and CEQR, this Draft Scope of Work has been distributed for public review~~. The issuance of the Draft Scope marks the beginning of the public comment period. The scoping process allows the public a voice in framing the scope of the DEIS. A public scoping meeting ~~has been~~was ~~scheduled for~~held on Thursday, May 30 at 2:00 pm ("Scoping Meeting") and the period for submitting written comments ~~will~~ remained open until 5:00 pm on June 10, 2024. To continue to allow for broad public participation options, DCP ~~will hold~~held the public scoping meeting remotely. Instructions on how to view and participate, as well as materials relating to the meeting, ~~will be~~were made available at the DCP Scoping Documents webpage https://www.nyc.gov/site/planning/applicants/scoping-documents.page and NYC Engage website (https://www1.nyc.gov/site/nycengage/index.page) in advance of the meeting. The public, interested agencies, and elected officials, ~~are~~ were invited to comment on the Draft Scope, either in writing or orally, at the Scoping Meeting.

Comments received during the Scoping Meeting and written comments received up to ten days after the meeting ~~will be~~were considered and incorporated, as appropriate, into the Final Scope ~~of Work (Final Scope)~~. The Final Scope ~~will~~ revise~~s~~ the extent or methodologies of the studies, as appropriate, in response to comments made during the CEQR scoping process, and to include any other necessary changes to the scope of work for the EIS. **Appendix 5** includes responses to comments made on the Draft Scope. This Final Scope has been updated pursuant to the guidance and methodologies of the updated December 2025 *CEQR Technical Manual*, which summarizes CEQR procedures and provides guidance on the substantive areas of analysis customarily assessed in an environmental review. The December 2025 Edition reflects changes in laws and regulations and corrects and clarifies portions of the *CEQR Technical Manual*. The 2025 Edition also includes a new assessment per Section 8-0109(2)(k) of the New York State Environmental Conservation Law which, effective 30 December 2024, requires that environmental review documentation includes a statement of the effects of the Proposed Actions on disadvantaged communities (DACs), including whether the action may cause or increase a disproportionate pollution burden. The DEIS will be prepared in accordance with thi~~s~~e ~~resulting~~ Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the ~~City Planning Commission (~~CPC~~)~~ hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. At the close of the public review period, a Final EIS (FEIS) will be prepared. Comments made on the DEIS will be responded to and incorporated into the FEIS, as appropriate. The FEIS will then be used by the relevant City and State agencies to develop S/CEQR findings, which address project impacts and proposed mitigation measures, and to decide whether to approve the requested discretionary actions, with or without modifications. The rationale for that decision is then set forth in a document called a Statement of Findings.

C. EXISTING CONDITIONS

Land Use

Project Area/Proposed Rezoning Area

The Project Area comprises portions of Blocks 1715, 1716, 1717, 1735, and 1736, with a total lot area of approximately 212,944 square feet (sf). A description of each of the tax lots within the Project Area is provided below and summarized in **Table 1**.

Block 1715, north of Park Avenue and west of Spencer Street, contains a two-story approximately 23,861 ~~gross square foot (~~gsf~~)~~ health care center with pharmacy, medical office, and retail space on the 12,271 sf corner (Lot 3[3]). ~~Lot 3 is a 12,271 sf corner lot.~~ Lot 103 is a 12,500-sf interior lot occupied by a three-story approximately 37,500 gsf warehouse building used as a nonconforming yeshiva, Yeshiva Letzirim Satmar. The yeshiva occupies approximately 34,700 gsf of the building's floor area. The remaining 2,800 gsf is occupied by an appliance/hardware store on the ground floor. Approximately 229 ~~square feet (~~sf~~)~~ of the 10,600 sf Lot 54 is located within the ~~Proposed Rezoning~~Project Area. Lot 54 is occupied by a one-story 2,500 gsf warehouse, the rest of the lot is utilized as open storage.

Block 1716, north of Park Avenue between Spencer and Walworth streets, includes a three-story approximately 3,375 gsf pre-existing nonconforming residential building that contains four ~~dwelling units (~~DUs~~)~~ on the 2,508-sf Lot 1. Lot 2 is a 2,483-sf lot that contains an approximately 2,489 gsf one-story warehouse. Lot 3 is a vacant 12,500 sf interior lot. Lots 59 and 60~~is a~~ are both 2,444-sf vacant lots ~~that contains a vacant one-story approximately 1,000 gsf commercial building at the corner of Park Avenue and Walworth Street. Along the Walworth Street frontage of Lot 59 is a two-story 900 gsf pre-existing nonconforming single family residential building. Lot 60 is an approximately 2,444 sf lot used for open storage.~~ Lot 61 is a 11,657-sf lot that contains a one-story 11,657 gsf commercial building utilized as a plumbing supply store. Lot 66 is a 1,900-sf lot that is occupied by a three-story 4,175 gsf nonconforming mixed-use residential and commercial building. The 1,875 gsf commercial area on the ground floor is occupied by a payroll service. On the second and third floors are four DUs. Lot 70 is a 1,100-sf lot that contains a nonconforming four-story approximately 2,772 gsf residential building that contains three DUs.

Block 1717, north of Park Avenue between Walworth Street and Warsoff Place, includes a one-story 1,783 gsf building occupied by a signage and awning business on the 2,500 sf Lot 1. Lot 1 is located at the northeast corner of Park Avenue and Walworth Street. Lot 2 is a 13,613-sf lot used for surface parking. Approximately 7,599 sf of the lot is located within the rezoning area. Lot 60 is a 10,775-sf surface parking lot utilized by a rental car company. Approximately 10,000 sf of the lot is located within the Project Area.

Block 1735, south of Park Avenue between Spencer and Walworth ~~streets~~Streets, includes a pre-existing nonconforming three-story 5,000 gsf residential building with 3 DUs on the 2,056 sf Lot 1. Lot 3 is a 6,612-sf surface parking lot. Lot 4 is a 2,056-sf lot that is occupied by a four-story 7,051 gsf building used as a Hatzolah volunteer firehouse. Lot 5 is a 10,725-sf lot that is occupied by a one-story 10,725 gsf commercial building occupied by several businesses including a bakery, clothing store, shoe store, and a mailing service. Lots 11 and 12 are each 2,500 sf lots that are occupied by a one-story 5,000 gsf commercial building occupied by a HVAC supply store. Lot 13 is a 2,500-sf lot occupied by a nonconforming two-story 1,400 gsf residential building containing

[3] Based on information provided by the Applicant.

TABLE 1
Project Area Tax Lots

Block	Lot	Address	Lot Area (sf)	Building Area (gsf)	Existing Zoning	Use	Applicant Controlled?
1715	3	517 Park Avenue	12,271	23,861	M1-2	Retail/Medical Office	Y
1715	54	38 Spencer Street	10,600	2,500	M1-2	Warehouse	N
1715	103	48 Spencer Street	12,500	37,500	M1-2	Appliance Hardware Store/ School	N
1716	1	53 Spencer Street	2,508	3,375	M1-2	Residential	N
1716	2	51 Spencer Street	2,483	2,489	M1-2	Warehouse	N
1716	3	49 Spencer Street	12,500	-	M1-2	Vacant	Y
1716	59	537 Park Avenue	2,444	~~1,900~~	M1-2	~~Residential/Commercial~~vacant	N
1716	60	535 Park Avenue	2,444	-	M1-2	Vacant	N
1716	61	533 Park Avenue	11,657	11,657	M1-2	Industrial Supply Store	Y
1716	66	523 Park Avenue	1,900	4,175	M1-2	Residential/Retail	N
1716	70	55 Spencer Street	1,100	2,772	M1-2	Residential	N
1717	1	63 Walworth Street	2,500	1,783	M1-2	Retail	N
1717	2	55 Walworth Stret	13,613	-	M1-2	Parking	N
1717	60	547 Park Avenue	10,775	-	M1-2	Parking/No Data	Y
1735	1	512 Park Avenue	2,056	5,000	M1-1	Residential	N
1735	3	514 Park Avenue	6,612	2,500	M1-1	Parking/Warehouse/No Data	Y
1735	4	518 Park Avenue	2,056	7,051	M1-1	Ambulatory Service	N
1735	5	520 Park Avenue	10,725	10,725	M1-1	Retail	Y
1735	11	82 Walworth Street	2,500	2,500	M1-1	Warehouse	Y
1735	12	84 Walworth Street	2,500	2,500	M1-1	Warehouse	Y
1735	13	86 Walworth Street	2,500	1,400	M1-1	Residential	Y
1735	14	88 Walworth Street	5,000	5,000	M1-1	House of worship	Y
~~1735~~ 1735 ~~1735~~	~~58~~ 59[1] (p/o)* ~~60~~	~~83 Spencer Street~~ 81 Spencer Street ~~79 Spencer Street~~	~~2,500~~ ~~2~~7,500 ~~2,500~~	~~2,500~~ ~~2,500~~8,911 ~~3,911~~	~~M1-1~~ M1-1 ~~M1-1~~	House of worship	N
1735	61	75 Spencer Street	2,500	-	M1-1	Vacant/No Data	N
1735	62	77 Spencer Street	2,500	1,400	M1-1	Warehouse	N
1736	1	528 Park Avenue	16,450	-	M1-1	Tire repair shop – no permanent structures/No Data	Y
1736	10[2]	76 Sandford Street	~~2,500~~10,000	2,500	M1-1	Warehouse	Y
~~1736~~	~~11~~	~~78 Sandford Street~~	~~5,500~~	~~-~~	~~M1-1~~	~~Vacant~~	~~Y~~
~~1736~~	~~13~~	~~82 Sandford Street~~	~~2,000~~	~~-~~	~~M1-1~~	~~Vacant~~	~~Y~~
1736	14	84 Sandford Street	10,000	40,500	M1-1	Private school	N
1736	18	96 Sandford Street	10,750	22,250	M1-1	Private school	Y
1736	61	89 Walworth Street	2,500	5,000	M1-1	Private school	Y
1736	62	87 Walworth Street	2,500	5,000	M1-1	Private school	Y
1736	63	79 Walworth Street	10,000	10,000	M1-1	Private school	Y
1736	68	75 Walworth Street	5,000	5,000	M1-1	House of worship	N

Source: NYC MapPLUTO ~~23v1~~25v1

Notes:

[1] Lot 59 consists of former Lots 56, 57, 58, 59, and 60. A lot merger became effective between scoping and the completion of the DEIS. As such, only an approximately 7,500 sf portion of (p/o) Lot 59 (comprising of former Lots 58, 59, and 60) and 8,911 gsf of the house of worship is located within the Project Area.

[2] Lot 10 consists of former Lots 10, 11 and 13. A lot merger became effective between scoping and the completion of the DEIS.

* As described in note 1, a portion of Lot 59 is located outside the Project Area and therefore, not included in the table. In total, Lot 59 is a 12,500 sf lot occupied by a 20,681 gsf house of worship. The table reflects only the portions of Lot 59 located within the Project Area.

two DUs. Lot 14 is a 5,000-sf lot that is occupied by a 5,000 gsf one-story house of worship. Lot 59[4] is a 12,500 sf lot occupied by a one-story 20,681 gsf house of worship. Approximately 7,500 sf of the lot and 8,911 gsf of the one-story building is located within the Project Area. ~~Lots 58-60 have a combined lot area of 7,500 sf under common ownership and are occupied by a one-story 8,911 gsf house of worship.~~ Lots 61 and 62 are each 2,500 sf lots. Lot 62 is occupied by a one-story 1,400 sf warehouse. Lot 61 is used for open storage.

Block 1736, south of Park Avenue between Walworth and Sandford Streets, includes a tire shop at the 16,450 sf Lot 1. Lot 10[5] is a ~~2,500~~10,000-sf lot occupied by a one-story 2,500 gsf commercial building that is owned by the school on Lot 14. ~~Lots 11 and 13 are 5,500 sf and 2,000 sf, respectively, and are undeveloped and used as open storage.~~ Lot 14 is occupied by a six-story 40,500 gsf building occupied by a yeshiva. The building on Lot 14 received a special permit from the NYC Board of Standards and Appeals (BSA) in 2008 (BSA Cal No. 97-08-BZ and CEQR No. 08BSA084K). The special permit permitted a 40,742 gsf, 75-foot-tall school building on the 10,000 sf Lot 14. Lot 18 is a 10,750-sf lot that includes two buildings, a three-story building along Sandford Street and a one-story building along Walworth Street. These buildings total 22,250 gsf and are used as part of the Central United Talmudic Academy on Lot 14. Lots 61 and 62 are each 2,500 sf lots that include a two-story 10,000 gsf building used as an accessory building to the Central United Talmudic Academy on Lot 14. Lot 63 is a 10,000-sf lot that contains a one-story 10,000 gsf building used as an accessory building to the Central United Talmudic Academy on Lot 14. Finally, on Lot 68 a 5,000-sf lot, is a 5,000 gsf one-story building used as a house of worship.

Zoning

North of Park Avenue, the Project Area is zoned M1-2. M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, which must meet the stringent M1 performance standards. Specifically, the M1-2 district permits Use Group~~s~~ I, certain uses in Use Group III(B) (including but not limited to houses of worship and ambulatory diagnostic or treatment health care facilities), certain uses in Use Group IV (A to C) (including but not limited to public utility stations for oil or gas metering), and certain uses in Use Groups V to X. ~~4-14, 16-17.~~ Commercial uses are permitted to a maximum FAR of 2.0, manufacturing/industrial uses are permitted to a maximum FAR of 2.0, and community facility uses are permitted to a maximum FAR of 4.8. The M1-2 zoning district permits a maximum base height of 60 feet or four stories, whichever is less. Above the maximum base height, maximum building height is dictated by the Sky Exposure Plane outlined in ZR 43-43. Parking and loading requirements vary by use.

South of Park Avenue, sites within the Project Area are zoned M1-1. The M1-1 district permits Use Groups I, III(B)[6], IV (A to C), and V to X.~~4-14, 16-17~~. Commercial uses are permitted to a maximum FAR of 1.0, manufacturing/industrial uses are permitted to a maximum FAR of 1.0, and community facility uses are permitted to a maximum FAR of 2.4. The M1-1 zoning district permits a maximum base height of 30 feet or two stories, whichever is less. Above the maximum base height, maximum building height is dictated by the Sky Exposure Plane outlined in ZR 43-43. Parking and loading requirements vary by use.

[4] Lot 59 consists of former Lots 56, 57, 58, 59, and 60. A lot merger became effective on December 19, 2024, between scoping and completion of the DEIS. As such, only a 7,500 sf portion of Lot 59 (comprising former Lots 58, 59, and 60) is located within the Project Area.

[5] Lot 10 consists of former Lots 10, 11, and 13. A lot merger became effective on May 30, 2025, between scoping and completion of the DEIS.

[6] M1 districts permit some (not all) UG III(B) uses, with some UG III(B) uses subject to "Additional Conditions" and some of those UG III(B) uses (like schools) only being permitted pursuant to a special permit.

Subsequent to issuance of the DSOW, DCP adopted two citywide text amendments known as City of Yes for Economic Opportunity ("COYEO") and City of Yes for Housing Opportunity ("CHO") that have implications for the Project Area. The proposed changes through both COYEO and CHO have been incorporated into the reasonable worst-case development scenario for the Proposed Actions as applicable.

COYEO was approved by the City Planning Commission on March 6, 2024 and adopted by the City Council on June 6, 2024. This text amendment supports businesses and job growth by ensuring a wider range of businesses can use existing commercial space. The proposal makes zoning flexible enough for empty storefronts to be activated by businesses that serve the City's neighborhoods. Additionally, COYEO creates a range of new Manufacturing Districts designed to enable greater opportunities for job intensive growth.

CHO was approved by the City Planning Commission on September 25, 2024, and adopted by the City Council on December 5, 2024. This text amendment expands housing options through zoning reforms that would address the housing crisis. Key components included: updates to the Mandatory Inclusionary Housing (MIH) program; the introduction of the Universal Affordability Preference (UAP) program which provides a preferential FAR that is available for affordable housing developments located outside of MIH applicable areas; and modifications to parking requirements that balances between housing development and the need for parking in some parts of the city. These modifications, in addition to low-density zoning reforms such as allowing Accessory Dwelling Units and modest apartment buildings, aim to enable a little more housing in every neighborhood.

The RWCDS for the Proposed Actions, as discussed in Section F below, incorporates these changes as applicable. Pursuant to the recently approved CHO, the Project Area is located in the "Inner Transit~~-~~ Zone" and as such, pursuant to ZR Section 25-211, no accessory off-street parking spaces are required for residential uses.

~~Topography~~

~~The topography of the Project Area slopes downwards from the northern boundary toward the southern edge of the Project Area. Existing elevations in the vicinity of the property generally range from approximately 21 feet at the Project Area's northwestern corner to approximately 29 feet south of Park Avenue on Walworth Street (as measured in North American Vertical Datum of 1988 (NAVD 88).~~

Neighborhood Context

The Project Area is located in the Bedford-Stuyvesant neighborhood in Brooklyn CD 3. Land uses within a ~~¼-mile~~400-foot radius (the "Surrounding Area") of the Project Area include a mix of manufacturing, commercial, residential, and mixed residential and commercial uses, as well as utility uses and ~~open space~~public facilities and institutions. The area north and south of the Project Area within ~~¼-mile~~a 400-foot radius of the Project Area is generally used for manufacturing and transportation/utility purposes. The area west of the Project Area is generally occupied by multi-family residential uses. To the east of the Project Area is the Marcy Houses, a complex of 27 six-story buildings built and operated by the New York City Housing Authority (NYCHA). The complex consists of approximately 1,705 apartments. Buildings within the ~~¼-mile~~400-foot radius generally range in height between ~~three~~one- and ~~eight~~six-stories, however there are a few taller buildings within the 400-foot radius. ~~Open spaces in the ¼-mile radius include Middleton Playground, Taaffe~~

~~Playground,~~ Marcy Playground~~, Stockton Playground, and Vernon New Harvest~~ is the only open space within a 400-foot radius.

Recent rezonings near the Project Area include: 1) the 15-block 2001 Flushing/Bedford Rezoning (C 000109 ZMK; N 000110 ZRK) which allowed residential uses in existing manufacturing districts and allowed for existing industrial uses south of Flushing Avenue to expand; 2) the 140-block 2012 Bedford-Stuyvesant North Rezoning (C 120294 ZMK) which zoned the area with contextual residential districts to preserve the existing character and building patterns while allowing modest enlargements of existing homes; ~~and~~ 3) the 722-733 Myrtle Avenue Rezoning (C 170025 ZMK; N 170026 ZRK) which changed an existing M1-1 and M1-2 zoning district to an R7D/C2-4 and R6A/C2-4 zoning district; 4) the 446-448 Park Avenue Rezoning (C 210332 ZMK; N 210333 ZRK) which changed an existing M1-1 district to an M1-4/R6A (MX-4) district; 5) the 703 Myrtle Avenue Rezoning (C 220453 ZMK; N220454 ZRK) which changed an existing M1-1 district to a R7D/C2-4 zoning district; and 6) the 712 Myrtle Avenue Rezoning (C 230258 ZMK; N 230259 ZRK) which changed an existing M1-2 district to a R7D/C2-4 zoning district.

The Project Area is located within ~~a~~ the Inner Transit Zone. The closest subway stations to the Project Area are the Flushing Avenue and Myrtle-Willoughby Avenues Stations which are served by the G train. These stations are approximately 0.5-mile from sites in the Project Area. The B44 and B44 SBS buses run northbound on Bedford Avenue and southbound on Nostrand Avenue and connect the neighborhood to Sheepshead Bay. The B54 bus runs east and west along Myrtle Avenue between Downtown Brooklyn and Ridgewood just south of the Project Area.

D. PROPOSED ACTIONS

The following discretionary approvals are being requested from the CPC:

Zoning Map Amendment

The proposed zoning map amendment would rezone the portion of the Project Area within 100-feet of Park Avenue ~~as~~ from M1-1 and M1-2 to a Special Mixed-Use District MX-4 (Flushing/Bedford) M1-4/R7D. The area beyond 100 feet of Park Avenue within the Project Area would be rezoned from M1-1 and M1-2 to M1-4/R6-1 (MX-4) (refer to **Figure 2**). ~~Currently, sites north of Park Avenue are zoned M1-2 and sites south of Park Avenue are zoned M1-1.~~ Sites within the proposed M1-4/R7D district would be permitted to develop up to 5.6 FAR of residential uses, 2.0 FAR of commercial uses, 2.0 FAR of manufacturing uses, and 4.2 FAR of community facility uses. Sites within the proposed M1-4/R6-1 district would be permitted to develop up to 3.6 FAR of residential uses for MIH developments, 2.0 FAR of commercial uses, 2.0 FAR of manufacturing uses, and 4.8 FAR of community facility uses. Under CHO, slight modifications to height and FAR were made to the proposed zoning districts. As such, sites within the proposed M1-4/R7D district would be permitted to develop up to 4.66 FAR of community facility uses and a maximum building height of 125 feet under CHO and sites within the proposed M1-4/R6-1 district would be permitted to develop up to 3.0 FAR for residential uses or 3.9 FAR of residential uses for "Qualifying Affordable Housing" or "Qualifying Senior Housing." The proposed zoning map amendment would allow residential uses ~~to~~ up to an FAR ~~between 3.6~~ of 5.6 ~~FAR that is~~which are not currently permitted within the Project Area. The proposed zoning map amendment would allow the maximum commercial and manufacturing FAR within the Project Area on sites currently zoned M1-1 to increase from 1.0 to 2.0. Sites currently zoned M1-2 would ~~allow for~~continue to have the same ~~amount of~~allowable commercial and manufacturing FAR as a result of the Proposed Actions. For sites currently zoned M1-1, the proposed zoning map amendment would increase the maximum permitted community facility FAR ~~to increase~~ from 2.4 to 4.2~~-~~ or 4.8,

depending on whether the site is rezoned to M1-4/R7D or M1-4/R6-1, respectively. Sites that would be rezoned from M1-2 to M1-4/R7D would ~~reduce~~ have their maximum permitted community facility FAR reduced from 4.8 to 4.2. Sites that would be rezoned from M1-2 to M1-4/R6-1 would experience no change in the maximum permitted community facility FAR.

Zoning Text Amendment

The proposed zoning text amendment would~~: a)~~ establish the Project Area as an MIH area~~; b) amend Article II of the Zoning Resolution to establish and define the R6-1 zoning district; and c) modify the Special Mixed-Use District MX-4 (Flushing/Bedford) to include M1-4/R6-1 and M1-4/R7D zoning designations~~.

E. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Proposed Actions are being requested to bring existing schools into conformance and to meet the growing demand for additional schools in the neighborhood. The existing M1-1 and M1-2 manufacturing districts do not permit Use Group III(B) ~~3~~ schools in the Project Area. The requested special mixed-use M1-4/R7D and M1-4/R6-1 districts would permit Use Group III(B) ~~3~~ school uses and allow for new housing and local retail uses to be built in a neighborhood with a growing population.

Existing schools in the Project Area and in the surrounding community are experiencing an increase in demand that is greater than their existing facilities can accommodate. Schools in the area that ~~comprise~~ are operated by the Applicant have developed extensive waiting lists in the last few years. However, these schools are greatly hampered in their ability to open new schools near the communities their schools serve. M1-1 and M1-2 zoning districts, which are mapped over the Project Area currently and extensively throughout the surrounding neighborhood, prohibit Use Group ~~3~~ III(B) schools as-of-right.

The proposed zoning map amendment would allow for additional schools to operate within the Project Area, address their capacity issues, meet demand for their services in the neighborhood, and allow for the development of new housing in an area with need for additional housing. The proposed M1-4/R7D and M1-4/R6-1 zoning districts would match allowable uses and density permitted in the existing M1-2/R6A special mixed-use district mapped to the west of the Project Area. The R6-1 zoning district, which was established via the City of Yes for Economic Opportunity text amendment, allows the same residential and community facility uses that an R6 district allows. It also generally allows the same bulk as an R6 district, except that when it comes to FAR, the permitted FAR for an R6-1 is the same as that for an R6 within 100 feet of a wide street. For floor area regulations, an R6-1 district allows, for any MIH, Qualifying Affordable Housing, or Qualifying Senior Housing development, a 3.9 residential FAR. For standard developments, the permitted residential FAR in an R6-1 is 3.0, which is identical to the permitted residential FAR for R6 districts within 100 feet of a wide street (beyond 100 feet of a wide street, the permitted residential FAR in an R6 is 2.2). For community facility uses, the R6-1 district allows a 4.8 FAR. The R6-1 district also allows a lot coverage of 80 percent for interior and through lots and 100% for corner lots (or 50% or 65% for certain large sites, which none of the proposed or Projected Development Sites in the Project Area qualify as).

As discussed above, the Project Area is currently characterized by existing schools, warehouse/storage uses, local retail, supply stores, medical office space, and pre-existing non-conforming residential uses. The proposed zoning map amendment would allow these existing uses to continue to exist in the Project Area, bring the pre-existing non-conforming residential

uses into compliance, and incentivize the redevelopment of vacant/underdeveloped sites within the Project Area with new schools or mixed-use residential and local retail buildings.

The proposed zoning text amendment would map the Project Area as a Mandatory Inclusionary Housing (MIH) area and would require new housing within the Project Area to set aside permanently affordable housing. Therefore, the Proposed Actions would create new affordable housing in the proposed rezoning area, helping to address affordable housing goals set forth by the City in OneNYC 2050.

~~The second proposed zoning text amendment would modify Section 11-122 and Section 23-154 to create the new R6-1 zoning district. The R6-1 zoning district will allow the same residential and community facility uses that an R6 district allows. It will also allow the same bulk as an R6 district, with the sole exception of the floor area bulk regulations for MIH developments. For floor area regulations, an R6-1 district will allow, for any MIH development, a 3.6 residential FAR.[7] For non-MIH Quality Housing developments and community facility uses, the permitted floor areas are identical to an R6 district: the maximum permitted residential FAR is 2.2, unless the development is within 100 feet of a wide street, in which case the maximum permitted residential FAR is 3.0. For community facility uses, the R6-1 district will allow a 4.8 FAR. The R6-1 district will also allow a lot coverage of 65 percent for MIH developments.~~

F. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The 2025~~1~~ *CEQR Technical Manual* will serve as the general guide for the methodologies and impact criteria for evaluating the Proposed Actions' potential effects on the various environmental areas of analysis. The EIS will disclose the Proposed Actions' potential significant adverse impacts on the environment. In order to assess the possible impacts of the Proposed Actions, a ~~reasonable worst-case development scenario (~~RWCDS~~)~~ was developed for both the future without the Proposed Actions (No-Action Condition) and the future with the Proposed Actions (With-Action Condition) ~~conditions~~ for an analysis year of 203~~1~~0. The incremental difference between the No-Action and With-Action conditions is analyzed to determine the potential significant adverse environmental effects of the Proposed Actions.

As discussed above, the RWCDS discussed below and analyzed in the EIS incorporates the recently approved CHO bulk provisions as applicable.~~The NYC Department of City Planning is proposing a citywide zoning text amendment, the City of Yes for Housing Opportunity "CHO" (CEQR No. 24DCP033Y) to expand opportunities for housing within all zoning districts, and across all 59 of the City's Community Districts. These changes to the City's Zoning Resolution would enable more housing and a wider variety of housing types in every neighborhood, from the lowest-density districts to the highest, to address the housing shortage and high cost of housing in New York City. It is anticipated that this proposed zoning text amendment would be referred into public review in Spring 2024. It has been determined that this project may be affected by the proposals included in the text amendment. In order to present a conservative environmental analysis, a detailed assessment of CHO's effect on this project will be included in the EIS~~.

Analysis Year

At this time, only three of the Applicant-controlled Projected Development Sites (Sites 2, 6, and 8 – the sites proposed for educational uses) have started to prepare development plans (refer to

~~[7] A 3.6 residential FAR is only permitted for MIH and IH developments in R6 districts when located within 100 feet of a wide street. Otherwise, for MIH and IH developments in R6 districts, the maximum permitted residential FAR is 2.42.~~

Figure 3). It is assumed that the other Projected Development Sites would not begin to consider development options until after the Proposed Actions are approved. Assuming approval of the Proposed Actions in 2026~~4~~, it is likely that the remaining Projected Development Sites within the Project Area, most of which would comprise less than 75,000 gsf of development under the RWCDS, would be redeveloped by 2031~~0~~. Accordingly, this environmental review will use 2031~~0~~ as the Analysis Year for analysis of future conditions consistent with *CEQR Technical Manual* guidance.

Definition of Projected and Potential Development Sites

To produce a reasonable, conservative estimate of future growth, identified development sites are typically divided into two categories: projected development sites and potential developments. Projected development sites are considered more likely to be developed within the analysis period for the Proposed Actions (i.e., by 2031~~0~~), while potential sites are considered less likely to be developed over the same period. The Applicant is a consortium of property owners in the Project Area, and controls nine of the sites (Sites 1-6 and 8-10). As the Applicant's sites are known development sites, they have been identified as Projected Development Sites as part of the RWCDS. The Project Area also includes several non-Applicant-controlled sites that could be considered a "soft-site" under the CEQR criteria and have therefore been included in the RWCDS. Each of the Projected and Potential Development Sites are shown in **Figure 3**.

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

Absent approval of the Proposed Actions, two sites within the Project Area are expected to be redeveloped on an as-of-right basis pursuant to existing zoning. At Projected Development Site 2 (49 Spencer Street), the currently vacant site is expected to be redeveloped with an 11-story 69,000-gsf mixed-use building containing 28,750 gsf of commercial space (17,969 gsf of office space and 10,781 gsf of local retail space) and 40,250 gsf of medical office space. Development would be consistent with other recent projects on the block including 18 Spencer Street and 31 Spencer Street (DOB NB Job No. 321458481 and 321516640, respectively). The development would contain 230 off-street accessory parking spaces. At Projected Development Site 12, the currently vacant site ~~would~~ is assumed to be redeveloped with a ~~6,216-gsf~~ one-story 6,216-gsf commercial building that would allow the property owner to incorporate all required parking on the lot without the increased cost of excavation to put parking below grade. Approximately 21 off-street accessory surface parking spaces would be provided.

All other sites within the Project Area are expected to remain the same as under existing conditions.

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

Each of the identified Projected and Potential Development Sites are described below and shown in **Figure 3**. **Table 2** ~~includes~~ shows the uses at each site under the With-Action Condition.

It should be noted that for the Applicant sites proposed to include schools (Projected Development Sites 2, 6, and 8), the RWCDS does not assume that they would maximize the allowable community facility FAR of 4.8 pursuant to the proposed zoning. Given the required front setbacks and complying rear yards, a school built to the maximum allowable 4.8 FAR in an M1-4/R6-1 district would have to provide two or more programmed setback floors. However, few, if any, schools that are being built in the City are constructed with programmed setback floors, for a number of reasons, specifically, the desire to provide common floor arrangements and maximizing

Figure 3

Applicant and Non-Applicant Projected and Potential Development Sites



rooftop open space (which is a programmatic need for the proposed schools). In addition, limiting school building heights to five stories or fewer provides several advantages, such as: safety (shorter buildings can be easier to evacuate in emergencies); accessibility (multi-story buildings can pose challenges for students and staff with mobility issues); and community feel (lower buildings can create a more intimate, community-oriented atmosphere, fostering stronger relationships among students and staff). For these reasons, maximizing density for the proposed schools would not be practical or reasonable, and therefore the RWCDS for the With-Action conditions assumes that school buildings would have an FAR of 3.8, allowing for five-story buildings without setback floors that maximize contiguous rooftop open space.

TABLE 2
With-Action Scenario Projected Development Sites

Projected Development Site	Total GSF	Residential GSF	Total DU	Affordable DU	Retail GSF	Medical Office GSF	School GSF	Parking Spaces
1*	76,627	52,766	56	14	12,271	11,590	-	21
2*	54,625	-	-	-	-	-	54,625	-
3*	72,244	62,190	66	17	10,054	-	-	26
4*	66,778	57,485	61	16	9,293	-	-	23
5*	101,949	87,~~8~~761	93	24	14,188	-	-	35
6*	156,688	-	-	-	-	-	156,688	-
7	30,293	26,077	28	7	4,216	-	-	-
8*	32,775	-	-	-	-	-	32,775	-
9*	87,956	74,393	79	20	13,563	-	-	30
10*	40,978	35,275	38	10	5,703	-	-	-
11	21,638	17,325	19	5	4,313	-	-	-
12	47,095	40,541	43	11	6,554	-	-	16
Total	**789,646**	**453,813**	**483**	**124**	**80,155**	**11,590**	**244,088**	**151**

Notes: * Applicant-controlled site

PROJECTED DEVELOPMENT SITES

Projected Development Site 1 - Block 1715; Lot 3 (517 Park Avenue) – Approval of the Proposed Actions would facilitate the expansion of existing uses on this Applicant-controlled site into an 11-story (approximately 125 feet tall) 76,627 gsf mixed-used residential, commercial, and community facility building ~~at the site~~. The enlarged building would contain approximately 56 DUs, of which 14 would be permanently affordable pursuant to MIH (assuming the Applicant's proposed Option 1). The existing 12,271 gsf of retail space and 11,590 gsf of medical office space would remain on-site in the With-Action condition. No accessory off-street parking spaces are required for the residential units~~The site would include 21 accessory off-street parking spaces for the residential units~~.

Projected Development Site 2 - Block 1716; Lot 3 (49 Spencer Street) – At 49 Spencer Street (Applicant-controlled site), the Applicant intends to develop a 497-seat private high school for girls, also known as the Beth Chana School[8]. The school would be a five-story, 60-foot-tall, 54,625 gsf school (the Beth Chana School). The building would achieve a FAR of 3.8 and would not fully maximize the allowable 4.8 FAR for community facility uses under the proposed M1-4/R6-1 mixed-use district. As discussed above, ~~F~~for each of the Projected Development Sites for schools

[8] Assumes 110 gsf per student.

(Sites 2, 6, and 8), the Applicant intends to build schools that reach the maximum base height of 60 feet allowed in the proposed M1-4/R6-1 zoning district. Each of these schools are designed to maximize windowed classroom space, minimize construction costs, and provide a continuous roof deck for active recreation. The schools' programming includes recreational activities that require sufficient space. To accommodate recreational activity, the schools are exploring development plans that include the provision of roof decks roughly the size of the building footprints.

Projected Development Site 3 - Block 1716; Lot 61 (533 Park Avenue) - At 533 Park Avenue (Applicant-controlled site), it is assumed for RWCDS purposes that an 11-story (125 feet tall) mixed-use residential and commercial building would be constructed as a result of the Proposed Actions. The 72,244 gsf building would include approximately 66 DUs, 17 of which would be permanently affordable pursuant to MIH (assuming the Applicant's proposed Option 1), and 10,054 gsf of ground floor local retail. No accessory off-street parking spaces are required for the residential units~~Approximately 25 accessory off-street parking spaces would be required for the residential use~~.

Projected Development Site 4 - Block 1717; Lot 60 (547 Park Avenue) - At 547 Park Avenue (Applicant-controlled site), it is assumed for RWCDS purposes that an 11-story (125 feet tall) mixed-use residential and commercial building would be constructed as a result of the Proposed Actions. The 66,778 gsf building would include approximately 61 DUs, 16 of which would be permanently affordable pursuant to MIH (assuming the Applicant's proposed Option 1), and 9,293 gsf of ground floor local retail. No accessory off-street parking spaces are required for the residential units~~Approximately 23 accessory off-street parking spaces would be required for the residential use~~.

Projected Development Site 5 - Block 1736; Lot 1 (528 Park Avenue) - At 528 Park Avenue (Applicant-controlled site), it is assumed for RWCDS purposes that an 11-story (125 feet tall) mixed-use residential and commercial building would be constructed as a result of the Proposed Actions. The 101,949 gsf building would include approximately 93 DUs, 24 of which would be permanently affordable pursuant to MIH (assuming the Applicant's proposed Option 1), and 14,188 gsf of ground floor local retail. No accessory off-street parking spaces are required for the residential units~~Approximately 35 accessory off-street parking spaces would be required for the residential use~~.

Projected Development Site 6 - Block 1736; Lots 10, ~~11, 13,~~ 18, 61-63 (76-82 Sandford Street, 96 Sandford Street, 79-89 Walworth Street) - At 84 Sandford Street (~~(~~Applicant-controlled site~~Block 1736, Lots 10, 11, 13, 14, 18, 61, 62, and 63~~), the Applicant intends to expand the existing 384-seat K-12 Central United Talmudic Academy on Lot 14 across two new buildings. On Lot~~s~~ 10~~, 11, and 13~~, the Applicant would construct a five-story 43,700 gsf building on Sandford Street as part of the expansion of the existing school on Lot 14 described above. The building on Lots 10, 11, and 13 would be constructed to the maximum 60-foot base height permitted in the requested ~~R6-1/~~M1-4/R6-1 zoning district. On Lots 18, 61, 62, and 63, the Applicant would construct a five-story 112,988 gsf building. The building would be constructed to the maximum 60-foot base height permitted in the requested ~~R6-1/~~M1-4/R6-1 zoning district. The built FAR on Projected Development Site 6 would be approximately 3.81. As discussed above, the RWCDS assumes that schools would maximize their as-of-right zoning envelope without building above maximum base height, which would require setback floors, as developing setback floors would hamper their programmatic needs. The building would have frontage on Sandford Street and Walworth Street. The existing building on Lot 14 would remain unchanged. Assuming one student per 110 gsf, it is expected that the development of this Projected Development Site 6 would add an additional 1,425 students.

Projected Development Site 7 - Block 1716; Lots 59-60 (535-537 Park Avenue) - At 535-537 Park Avenue, a site that is not under control of the Applicant, it is assumed for RWCDS purposes that an 11-story (125 feet tall) mixed-use residential and commercial building would be constructed as a result of the Proposed Actions. The 30,293 gsf building would include approximately 28 DUs, 7 of which would be permanently affordable pursuant to MIH (assuming the Applicant's proposed Option 1), and 4,216 gsf of ground floor local retail. No off-street accessory parking spaces would be required at this site.

Projected Development Site 8 - Block 1735; Lots 13-14 (86-88 Walworth Street) - A 298-seat private K-12 school, Yeshiva Bnos Ahavas Israel, is proposed at 86-88 Walworth Street (Applicant- controlled site~~Block 1735, Lots 13 and 14~~). The school would be an approximately 32,775 gsf (3.8 FAR) five-story building and would be constructed to the maximum 60-foot base height permitted in the proposed ~~R6-1/~~M1-4/R6-1 zoning district. Similar to the Beth Chana School (Projected Development Site 2), the ~~lack of a setback in the proposed school on this site would allow the Applicant~~school is designed to maximize the size of windowed classroom space, minimize construction costs, and allow the Applicant to construct an approximately 7,500 sf outdoor recreation space on the roof.

Projected Development Site 9 - Block 1735; Lots 5, 11-12 (520 Park Avenue, 82-84 Walworth Street) - At 520 Park Avenue (Applicant-controlled site), it is assumed for RWCDS purposes that an 11-story (125 feet tall) mixed-use residential and commercial building would be constructed as a result of the Proposed Actions. The 87,956~~6,546~~ gsf building (5.06 FAR) would include approximately 79~~7~~ DUs, 20 of which would be permanently affordable pursuant to MIH (assuming the Applicant's proposed Option 1), and 13,563 gsf of ground floor local retail. No accessory off-street parking spaces are required for the residential units~~Approximately 29 accessory off-street parking spaces would be required for the residential use~~. Given the lot configuration of Projected Development Site 9, Lots 11 and 12 are fully within the proposed M1-4/R6-1 district, which has a maximum allowable residential FAR of 4.80, whereas Lot 5 is mostly within the proposed M1-4/R7D district, which has a maximum allowable residential FAR of 5.60. The development assumed under the RWCDS maximizes the blended FAR reflecting the two zoning districts.

Projected Development Site 10 - Block 1735; Lot 3 (514 Park Avenue) - At 514 Park Avenue (Applicant-controlled site), it is assumed for RWCDS purposes that an 11-story (125 feet tall) mixed-use residential and commercial building would be constructed as a result of the Proposed Actions. The 40,978 gsf building would include approximately 38 DUs, 10 of which would be permanently affordable pursuant to MIH (assuming the Applicant's proposed Option 1), and 5,703 gsf of ground floor local retail. No parking would be required.

Projected Development Site 11 - Block 1735; Lots 61-62 (75-77 Spencer Street) - At 75-77 Spencer Street, a site not under the control of the Applicant, it is assumed for RWCDS purposes that a~~n 11~~nine-story (95 feet tall) mixed-use residential and commercial building would be constructed as a result of the Proposed Actions. The ~~19,988~~21,638 gsf building would include approximately 19~~7~~ DUs, five of which would be permanently affordable pursuant to MIH (assuming the Applicant's proposed Option 1), and 4,313 gsf of ground floor local retail. No off-street accessory parking spaces would be required at this site. Projected Development Site 11 is located within the proposed M1-4/R6-1 district, which has a maximum allowable residential FAR of 3.9 and a maximum allowable commercial FAR of 2.0. The development assumed under the RWCDS maximizes the allowable residential/commercial FAR at 3.9, which includes a blended total FAR comprising a residential FAR of 3.15 and a commercial FAR of 0.75. Per ZR Section 23-434, Projected Development Site 11 would have a maximum building height of 95 feet. Although height modifications are allowed to a maximum building height of 125 feet for eligible sites under R6-1, as listed in ZR Section 23-435, Projected Development Site 11 is not considered

an eligible site based on the criteria listed in ZR Section 23-435. As such, the maximum building height for Projected Development Site 11 is 95 feet.

Projected Development Site 12 - Block 1717; Lot 2 (55 Walworth Street) - At 55 Walworth Street, a site not under the control of the Applicant, is assumed for RWCDS purposes that an 11-story (125 feet tall) mixed-use residential and commercial building would be constructed as a result of the Proposed Actions. The 47,095 gsf building, with an FAR of 3.13, would include approximately 43 DUs~~S~~, 11 of which would be permanently affordable pursuant to MIH (assuming the Applicant's proposed Option 1), and 6,554 gsf of ground floor local retail. No accessory off-street parking spaces are required for the residential units~~Sixteen accessory off-street parking spaces would be required~~. The lot configuration of Projected Development Site 12 splits the lot so that approximately 7,500 sf of the site is located within the proposed M1-4/R7D zoning district and the remaining 6,113 sf is located outside of the Project Area (existing M1-2 district). The RWCDS assumes a maximum build-out (both height and FAR) of the portion of Projected Development Site 12 within the proposed M1-4/R7D zoning district; the total FAR of 3.13 referenced above reflects the overall FAR for the lot accounting for portions of the site outside the proposed M1-4/R7D district.

POTENTIAL DEVELOPMENT SITES

Potential Development Site A - Block 1736; Lot 68 (75 Walworth Street) – At Potential Development Site A, it is assumed for RWCDS purposes that the redevelopment of the site ~~w~~could include an 11-story (95 feet tall) mixed-use residential and community facility building ~~and would incorporate~~comprising 23 DUs, six of which would be permanently affordable pursuant to MIH (assuming the Applicant's proposed Option 1), and 4,200 gsf of house of worship space on the ground floor.

Potential Development Site B - Block 1735~~17~~; p/o Lot~~s~~ 59~~58-60~~ (~~79-83~~81 Spencer Street) – At Potential Development Site B, it is assumed for RWCDS purposes that the redevelopment of the site ~~w~~could include an 11-story (95 feet tall) mixed-use residential and community facility building ~~and would incorporate~~comprising 34 DUs, nine of which would be permanently affordable pursuant to MIH (assuming the Applicant's proposed Option 1), and 6,700 gsf of house of worship space on the ground floor.

Possible Effects of the Proposed Actions

For CEQR analysis purposes, the Applicant's nine development sites and three non-Applicant sites are considered collectively and referred to as the total RWCDS for the Proposed Actions. **Table 3** below provides a comparison of the total RWCDS No-Action and With-Action scenarios identified for analysis purposes, for all 12 Projected Development Sites (i.e., total RWCDS). As shown, the total RWCDS for the Proposed Actions would result in an incremental (net) increase of approximately 481~~76~~ DUs, including 124 affordable units, 201,838 gsf of private school space, 28~~7~~,505 gsf of local retail space, and ~~a~~ net decrease~~s~~ of approximately 40,250 gsf of medical office space, 17,969 gsf of office space, 11,400 gsf of warehouse space, 5,000 gsf of house of worship space, ~~and~~as well as a net decrease of 100~~4~~ parking spaces. **Table 3** also provides an estimate of the number of residents and workers generated by the total RWCDS for the Proposed Actions. As shown in **Table 3**, the total RWCDS for the Proposed Actions is estimated to result in a net increase of approximately 1,231~~19~~ residents, approximately 43~~5~~1 workers, and approximately ~~1,835~~2,220 students within the Project Area, as compared to the No-Action conditions.

TABLE 3
Comparison of No-Action and With-Action Development Scenarios for Projected ~~Area~~Development Sites (RWCDS)

Use		**No-Action Scenario [GSF]**	**With-Action Scenario [GSF]**	**Increment**
Residential	Affordable	-	*124*	***+124 DU***
	Market-Rate	~~32~~	*~~35~~95*	***+~~35~~72 DU***
	Total Residential Units	*~~32~~*	48~~3~~79	**+48~~1~~76 DU**
Medical Office		51,840 gsf	11,590 gsf	**-40,250 gsf**
School		42,250 gsf[2]	244,088 gsf	**+201,838 gsf**
House of Worship		5,000 gsf	-	**-5,000 gsf**
Local Retail		5~~12~~,650 gsf	80,155 gsf	**+2~~8~~7,505 gsf**
Office		17,969 gsf	-	**-17,969 gsf**
Warehouse		11,400 gsf	-	**-11,400 gsf**
Parking Spaces		251 spaces	15~~1~~0 spaces	**-10~~0~~1 spaces**
Population/Employment[1]		**No-Action Scenario**	**With-Action Scenario**	**Increment**
Residents		~~5~~8 residents	1,23~~6~~27 residents	**+ 1,23~~1~~9 residents**
Workers		44~~9~~61 workers	50~~0~~4 workers	**+ ~~5~~143 workers**
Students		~~384~~ 0 students	2,220~~1~~9 students	**+ 2,220~~1,835~~ students**

Notes:
[1] Based on 2.56 persons per DU (2020 Census average household size for Brooklyn Community District 3). Estimate of workers assumes one retail worker per 333 gsf. One office worker per 250 gsf. One House of Worship (CF) worker per 333 gsf. One medical office worker per 333 gsf. One warehouse worker per 1,000 gsf. One school employee per 11 students. One worker per 50 attended parking garage spaces. One worker per 25 DU. One student per 110 gsf of school space.
[2] In the No-Action condition, the private school space comprises supportive school uses, such as administrative spaces.

Construction Phasing for the Projected Development Sites

Construction of the 12 Projected Development Sites is anticipated to occur over a period of approximately 51 months, with expected completion and full occupancy by 2031. Given the size of development anticipated pursuant to the RWCDS, construction of each of the Projected Development Sites would last between 13 and 17 months. Based on a conceptual construction schedule for the RWCDS, construction activities at Projected Development Sites 2 and 6, which are controlled by the Applicant are expected to commence in the third quarter of 2026. Construction activities at Projected Development Site 4 (Applicant controlled) and Projected Development Site 8 are expected to commence in the fourth quarter of 2027. Construction activities at Projected Development Site 5 (Applicant controlled) are assumed to begin in the second quarter of 2028, followed by Projected Development Sites 9, 11, and 3 throughout the remainder of 2028. By the first quarter of 2029, Projected Development Sites 2, 4, 6, and 8 are anticipated to be completed. Construction activities at Projected Development Sites 7, 10, and 12 are expected to commence in 2029. Completion and full occupancy of all 12 Projected Development Sites is expected by the first quarter of 2031. As such, the environmental review will use a 2031 analysis year.

G. PROPOSED SCOPE OF WORK FOR THE EIS

Because the total RWCDS associated with the Proposed Actions could potentially affect various areas subject to environmental assessment and was found to have the potential for significant adverse impacts, pursuant to the EAS and Positive Declaration, an ~~Environmental Impact Statement (~~EIS~~)~~ will be prepared for the Proposed Actions that will analyze all technical areas requiring analysis beyond the Environmental Assessment Statement.

The EIS will be prepared in conformance with all applicable laws and regulations, including SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules of Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York. The EIS will follow the guidance of the 2021~~4~~5 *CEQR Technical Manual*, and will contain:

- A description of the development resulting from the Proposed Actions and its environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of the social and economic impacts of the Proposed Actions;
- A discussion of reasonable alternatives to the Proposed Actions and the comparable impacts and effects of such alternatives;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions should they be implemented; and
- A description of mitigation measures proposed to eliminate or minimize any significant adverse environmental impacts.

Based on the conclusions of the EAS, in accordance with the *CEQR Technical Manual*, there is no potential for significant adverse impacts to; community facilities; historic and cultural resources; shadows; natural resources; solid waste and sanitation services; and energy; due to the Proposed Actions, and, as a result, analysis for those environmental areas would not be required in the EIS. All other CEQR technical areas warrant assessment and would therefore be included in the EIS. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

Task 1: Project Description

The first chapter of the EIS will introduce the reader to the discretionary actions and sets the context in which to assess impacts. This chapter will contain a description of the Proposed Actions and Project Area, including background and/or history; a statement of the purpose and need for the Proposed Actions; key planning considerations that have shaped the current proposal; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. In addition, the Project Description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDS for analysis in the EIS. Any need for environmental requirements or commitments as part of the Proposed Actions will be described.

The section on approval procedures will explain the ULURP process, its timing, and hearings before the Community Board, the Borough President's office, the CPC, and the New York City Council. The role of the EIS as a full-disclosure document to aid in decision-making will be identified and its relationship to ULURP and the public hearings described, as well as its relationship to other permitting and approvals processes.

Task 2: Land Use, Zoning, and Public Policy

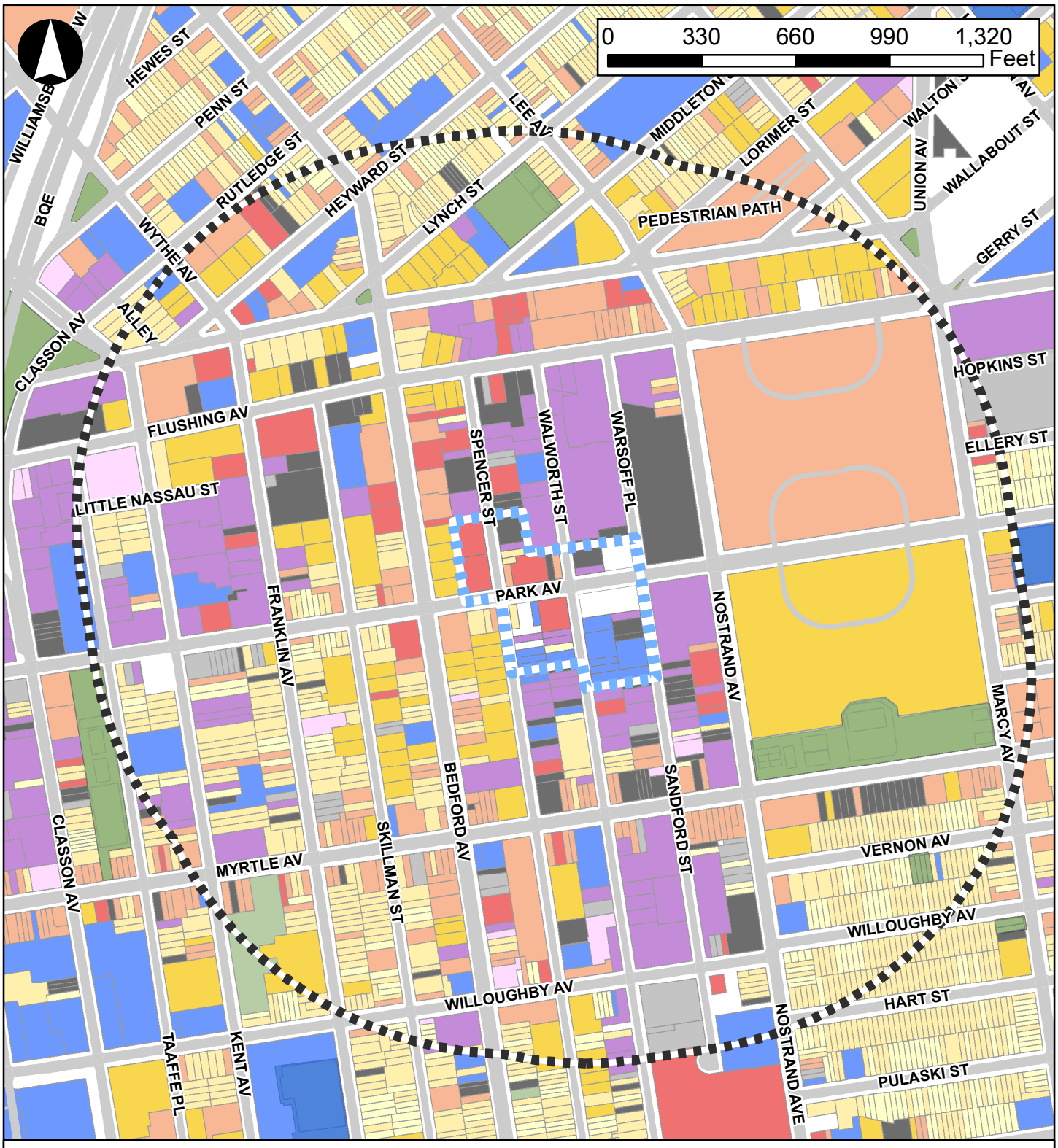
A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project, describes the public policies that guide development in the area, and determines whether a proposed project is compatible with those conditions and consistent with these policies. In addition to considering the Proposed Actions' effects in terms of land use compatibility and trends in zoning and public policy, this chapter will also provide a baseline for other analyses. The primary land use study area will consist of the Project Area, where the potential effects of the Proposed Actions would be directly experienced. The secondary land use study area would include the neighboring areas within an approximate ~~¼~~ 0.25-mile radius from the Project Area, as shown in **Figure 4**, which could experience indirect impacts. The analysis will include the following subtasks:

- Provide a brief development history of the Project Area (primary study area) and its surroundings (secondary study area).
- Provide a description of land use, zoning, and public policy, including the Waterfront Revitalization Program (WRP) in the study areas discussed above. Recent trends in the area will be noted.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study area. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2031~~0~~ analysis year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions without the Proposed Actions (No-Action condition).
- Describe the Proposed Actions and provide an assessment of the impacts of the resultant RWCDS on land use and land use trends, zoning, and public policy, including preparation of the WRP Consistency Assessment Form (CAF). Consider the effects of the Proposed Actions related to issues of compatibility with surrounding land use, consistency with public policy initiatives, and the effect on development trends and conditions in the area.

Task 3: Socioeconomic Conditions

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area pursuant to *CEQR Technical Manual* guidance.

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, pursuant to the *CEQR Technical Manual*. As detailed below, the total RWCDS, which would introduce 4817~~6~~ new residential units on 12 Projected Development Sites, warrants an assessment of socioeconomic conditions with respect to indirect residential displacement and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SANDFORD ST
SKILLMAN ST
MYRTLE AV
VERNON AV
WILLOUGHBY AV
HART ST
TAAFFE PL
KENT AV
PULASKI ST
NOSTRAND AVE
Proposed Rezoning Area (Project Area)
1/4-mile Radius
Land Use
One & Two Family Buildings
Multi-Family Walkup Buildings
Multi-Family Elevator Buildings
Mixed Commercial/Residential Buildings
Commecial/Office Buildings
Industrial/Manufacturing
Transportation/Utility
Public Facilites & Institutions
Open Space
Parking Facilities
Vacant Land
All Others or No Data

direct business displacement. The other three issues of concern are either not applicable to the total RWCDS, or the development facilitated by the Proposed Actions would not meet the threshold for a preliminary assessment.

Direct displacement of fewer than 500 existing residents or of fewer than 100 existing employees would not typically be expected to alter the socioeconomic characteristics of a neighborhood, according to the *CEQR Technical Manual*. As the Projected Development Sites comprising the RWCDS contain over 100 existing employees and only 3 existing dwelling units, the Proposed Actions would exceed the *CEQR Technical Manual* threshold for direct business displacement but would not exceed the direct residential displacement threshold~~s~~. Therefore, analysis of socioeconomic effects of direct business displacement is warranted. Analysis of socioeconomic effects of direct residential displacement is not warranted. In addition, as the Proposed Actions would not affect conditions within a specific industry, an analysis of adverse effects on specific industries is not warranted, and no significant adverse impacts would result. Lastly, as the total RWCDS would introduce less than 200,000 sf of commercial uses, an assessment of indirect business displacement is not warranted, and no significant adverse impacts would result.

The RWCDS for the Proposed Actions would exceed the *CEQR Technical Manual* threshold of 250 incremental units for assessing the potential for indirect residential displacement. The assessment of indirect residential displacement will begin with a preliminary assessment to determine whether a detailed analysis is necessary. A detailed analysis will be conducted if the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. ~~In accordance with *CEQR Technical Manual* guidance, the detailed assessment will be framed in the context of existing conditions and evaluations of the future No-Action and With-Action conditions in 2030, including any population changes anticipated to take place by the analysis year of the Proposed Actions.~~

Indirect Residential Displacement

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change, according to the *CEQR Technical Manual*. To assess this potential impact, in accordance with ~~the~~ *CEQR Technical Manual* guidance, ~~seeks to answer~~the analysis will address a series of threshold questions in terms of whether the ~~project~~ RWCDS for the Proposed Actions substantially alters the demographic character of an area through population change or introduction of higher-income housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, DCP Population Factfinder database, New York City Department of Finance's Real Property Assessment Data (RPAD) ~~database~~, DCP Housing Database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The description of study area characteristics will include population estimates, and may include housing tenure and vacancy status, median ~~value~~ and average rents, ~~estimates of the number of housing units not subject to rent protection, and~~ median and average household incomes, and discussion of rent protected housing. The preliminary assessment will carry out the following step-by-step evaluation, pursuant to *CEQR Technical Manual* guidance, ~~to determine whether the RWCDS would add substantial new population with higher incomes as compared with the income of the study area population and evaluate whether the study area has experienced a readily observable trend toward increasing rents.~~

~~The preliminary analysis would include the following steps, as described in Section 322.1 of the *CEQR Technical Manual*~~:

- Step 1: Determine if the Proposed Actions' population is large enough relative to the size of the population expected to reside in the study area without the Proposed Actions to affect real estate market conditions in the study area. If the population increase is less than five percent within the study area, or identified subareas, further analysis is not warranted as this change would not be expected to affect real estate market conditions. If the population increase is greater than five percent in the study area, or identified subareas, then Step 2 will be conducted; if the population increase exceeds 10 percent of the study area or within any identified subarea population, a detailed analysis will be conducted.~~Determine if the Proposed Actions would add substantial new population with different income, as compared with the income of the study area population. If the expected average income of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average income of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted~~.
- Step 2: Determine if the Proposed Actions would add new population with higher average incomes as compared with the income of the existing populations and any new population expected to reside in the study area without the Proposed Actions. If the expected average incomes of the new population would be less than or within the margin of error of the average income of the study area population, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area population, then Step 3 of the analysis will be conducted~~Determine if the Proposed Actions' population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted~~.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the Proposed A~~a~~ctions on such trends, and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

If the preliminary assessment identifies the potential for the Proposed Action to introduce a trend of change in socioeconomic conditions, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual.* A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

Direct Business Displacement

For direct business displacement, the type and extent of businesses and workers to be directly displaced by the total RWCDS associated with the Proposed Actions will be disclosed. If a project would directly displace more than 100 existing employees, a preliminary assessment of direct business displacement is appropriate, according to the *CEQR Technical Manual*. The Proposed Actions have the potential to exceed the *CEQR Technical Manual* analysis threshold of 100 displaced existing employees, and therefore, a preliminary assessment will be provided in the EIS, pursuant to CEQR guidance.

The analysis of direct business ~~and institutional~~ displacement will estimate the number of existing employees and the number and types of existing businesses that ~~would~~ could be displaced by the Proposed Actions and characterize the economic profile of the study area using current employment and business data from public and private sources such as the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the potential for significant adverse impacts: (1) whether the existing businesses to be displaced provide products or services essential to the local economy that would no longer be available in its "trade area" to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses; and (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

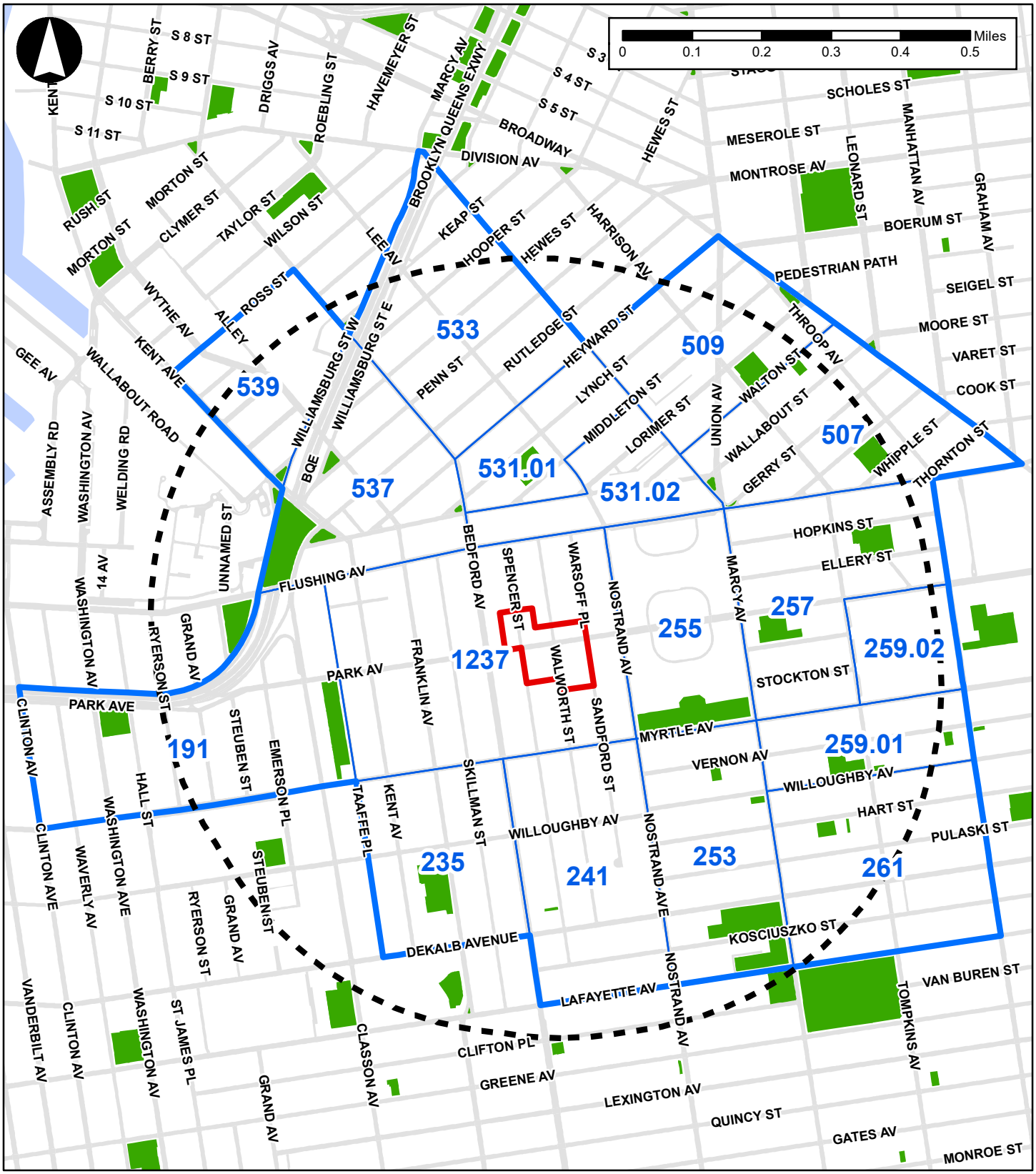
Task 4: Open Space

Per the *CEQR Technical Manual*, a preliminary quantitative assessment of open space is performed if an action would have a direct effect on an open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size. Indirect effects may occur when the population generated by an action would be sufficiently large to significantly diminish the ability of an area's open space to serve the future population. An assessment of indirect effects is warranted if the Proposed Actions would result in an increase of more than 175 incremental units for proposed projects in existing R1-R4 districts or 250 incremental units for proposed projects in existing R5-R12, C, or M districts, or 500 nonresidents, or a similar number of other nonresidential users (e.g., the population introduced by a new university or college). ~~If a project may add population to an area, demand for existing open space facilities would typically increase. Indirect effects may occur when the population generated by a proposed project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. An assessment is conducted if the Proposed Actions would generate more than 200 residents or 500 employees, or a similar number of other uses. As shown in **Table 3**, it is anticipated that the total RWCDS for the Proposed Actions would add an incremental 1,219 residents, approximately 43 employees, and 1,835 students to the area, over future No-Action conditions.~~

The Proposed Actions would not directly displace any open space as there is no publicly accessible open space located within the Project Area. With respect to potential indirect impacts, as shown in **Table 3**, it is anticipated that the total RWCDS for the Proposed Actions would add an incremental 481 DUs, approximately 51 employees, and 2,220 students to the area, over future No-Action conditions ~~the total RWCDS for the Proposed Actions is expected to introduce more than 200 residents (1,219 incremental residents)~~; therefore, an assessment of the potential for indirect effects on open space due to an increased residential population is warranted. The number of incremental workers generated by the Proposed Actions would be ~~43~~51, less than the 500-worker threshold specified in the *CEQR Technical Manual*. Therefore, a detailed open space analysis is warranted for the residential population only, which would be included in the EIS pursuant to the following sub-tasks.

The open space analysis will consider both passive and active open space resources within a residential (0.5-mile radius) study area. As shown in **Figure 5**, the study area will generally comprise those census tracts that have 50 percent or more of their area located within the ~~½~~ 0.5-mile radius of the Project Area, as recommended in the *CEQR Technical Manual*.[9]

[9] 0.5-mile radius adjusted to be coterminous with the boundaries of census tracts and census blocks with existing populations that have 50 percent of their area within the radius; the 0.5-mile radius was not adjusted to be coterminous with census tracts with negligible existing populations (e.g., census tracts entirely comprised of open space).



Source: NYCDCPPLUTO 2023v3.1, DoITT (2022).

Legend

Project Area | 1/2-mile Radius | Open Space Study Area | Open Space | 1237 Census Tracts

The detailed open space analysis in the ~~D~~EIS will include the following subtasks:

- The Project Area will be reviewed to determine if it is located in an area of the City within a Walk to a Park Service Area, which describes areas of the City that are within a walking distance of a park.
- Characteristics of the residential users will be determined. To determine the number of residents in the study area, 2020 U.S. Census data will be compiled for census tracts comprising the residential open space study area. ~~As the study area may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study area will also be calculated, based on reverse journey-to-work census data and other available information.~~
- Existing publicly accessible passive and active open spaces within the ~~½~~ 0.5 ~~-~~mile open space study area will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. Acreages of these facilities will be determined, and the total study area acreages will be calculated. The percentage of passive and active open space will also be calculated.
- Based on the inventory of facilities and study area population~~s~~, total, passive, and active open space ratios will be calculated for the residential population and compared to City guidance to assess adequacy, including whether the Project Area is located in an identified walk gap of the City as defined by NYC Park's "Walk to a Park" program. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population.
- Expected changes in future levels of open space supply and demand in the 203~~1~~0 analysis year will be assessed, based on other planned development projects within the open space study area. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for future No-Action conditions and compared with exiting ratios to determine changes in future levels of adequacy.
- Effects on open space supply and demand resulting from the increased residential population associated with the Proposed Actions will be assessed. Any new public or accessory open space facilities included in the Proposed Actions would also be taken into account. The assessment of the Proposed Actions' impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study area~~s are~~ is sufficiently served by open space, given the type (active or passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

Task 5: Urban Design and Visual Resources

Urban design is the totality of components that may affect a pedestrian's experience of public space. Visual resources are defined by the *CEQR Technical Manual* as the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources. An assessment of urban design and visual resources is appropriate when there is the

potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate. The new RWCDS buildings facilitated by the Proposed Actions would not be over 250 feet tall (including bulkheads), and the Proposed Actions do not include any special permits or changes to streets or public open spaces. However, the Project Area is greater than 1.5 acres, which triggers the threshold for an urban design assessment pursuant to the *CEQR Technical Manual.* ~~As the Proposed Actions would allow higher density within the Project Area, a preliminary assessment of urban design and visual resources will be provided in the EIS~~.

The study area for urban design is the area where the project may influence land use patterns, the built environment, and pedestrians' experiences in the public realm surrounding the Project Area. The urban design study area will be the same as that used for the land use analysis (delineated by a ~~¼~~ 0.25-mile radius from the Project Area boundary). For visual resources, the view corridors within the study area from which such resources are publicly viewable will be identified. The preliminary assessment will be based on *CEQR Technical Manual* methodologies and consist of the following:

- Based on field visits, the urban design and visual resources of the directly ~~affected~~ Project ~~a~~Area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, and describe use, bulk, form, and scale of elements of the built landscape throughout the study area.
- In coordination with Task 2, "Land Use~~,~~ ~~–~~ Zoning~~,~~ ~~a~~And Public Policy," the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described.
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. Elements such as streetwall height, setback, building envelope, and massing/bulk relationship will be evaluated in No-Action and With-Action conditions. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance and a three-dimensional representation of the future With-Action condition streetscape.

If warranted based on the preliminary assessment, a detailed urban design and visual resources analysis would be prepared in accordance with *CEQR Technical Manual* guidance. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline, as described in the *CEQR Technical Manual*. The detailed analysis would describe the Project Area and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the Proposed Actions, in comparison to the future without the Proposed Actions, focusing on the changes that could negatively affect a pedestrian's experience of the area.

Task 6: Hazardous Materials

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential

for significant adverse impacts related to hazardous materials can occur when: a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposure; b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or c) ~~the~~ a project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials chapter will examine the potential for significant hazardous materials impacts from the Proposed Actions. As part of the hazardous materials task, a Phase I Environmental Site Assessment (ESA) was prepared for the Project Area and will be discussed in the EIS.

The hazardous materials assessment provided in the EIS will follow the guidance of the *CEQR Technical Manual*, and determine which, if any, of the Proposed Actions' Projected and Potential Development Sites may have been adversely affected by present or historical uses at or adjacent to the sites. A preliminary screening assessment will be conducted for the Projected and Potential Development Sites to determine which sites warrant an institutional control, such as an (E) designation, in accordance with the *CEQR Technical Manual*, Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement (E) designations.

Task 7: Water and Sewer Infrastructure

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater. As described in the EAS for the Proposed Actions, an analysis of the City's water supply is not warranted as the RWCDS would not result in a demand of more than one million gallons per day (gpd) and the Project Area is not located in an area that experiences low water pressure. However, water demand estimates will be provided in the EIS to inform the wastewater and stormwater conveyance and treatment analysis.

The threshold of preliminary wastewater and stormwater infrastructure analysis for projects outside of Manhattan with combined sewers is 400 DUs or 150,000 sf of commercial development or involve development on a site that is 5 acres or larger where the amount of impervious surface would increase. As the RWCDS With-Action condition would include more than 400 DUs, an assessment of wastewater and stormwater conveyance systems is required. The water and sewer infrastructure analysis will consider the potential for significant adverse impacts resulting from the Proposed Actions. DEP will be consulted in preparation of this assessment.

Wastewater and Stormwater Infrastructure

- The appropriate study area for the assessment will be established in accordance with the guidance of the *CEQR Technical Manual* and in consultation with DEP. The Project~~posed~~ Area~~'s directly affected area~~ is ~~primarily~~ located within the service area of the Newtown Creek Wastewater Resource Recovery Facility (WRRF).
- The existing stormwater drainage system and surfaces (pervious or impervious) on the 12 RWCDS Projected Development Sites will be described, and the amount of stormwater generated on the sites will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the Project Area will be described based on records obtained from DEP. The existing flows to the Newtown Creek WRRF, which serves the ~~directly~~

~~affected~~Project ~~a~~Area, will be obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented.

- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted.
- Future stormwater generation from the RWCDS will be assessed to determine the Proposed Actions' potential to result in impacts. Changes to the Projected Development Sites' surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the site**s** will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the RWCDS will also be estimated. The effects of the incremental demand on the sewer system will be assessed to determine if there will be any impact on operations of the Newtown Creek WRRF.

A more detailed assessment may be required if increased sanitary or stormwater discharges resulting from the Proposed Actions are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and in coordination with DEP and DCP.

Task 8: Transportation

The objective of the transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on- and off-street parking, or goods movement. All transportation analyses will be performed pursuant to the guidance specified in the 2025~~1~~ *CEQR Technical Manual*, including but not limited to traffic and parking, transit, pedestrians, vehicular and pedestrian safety, and access/freight management.

Traffic

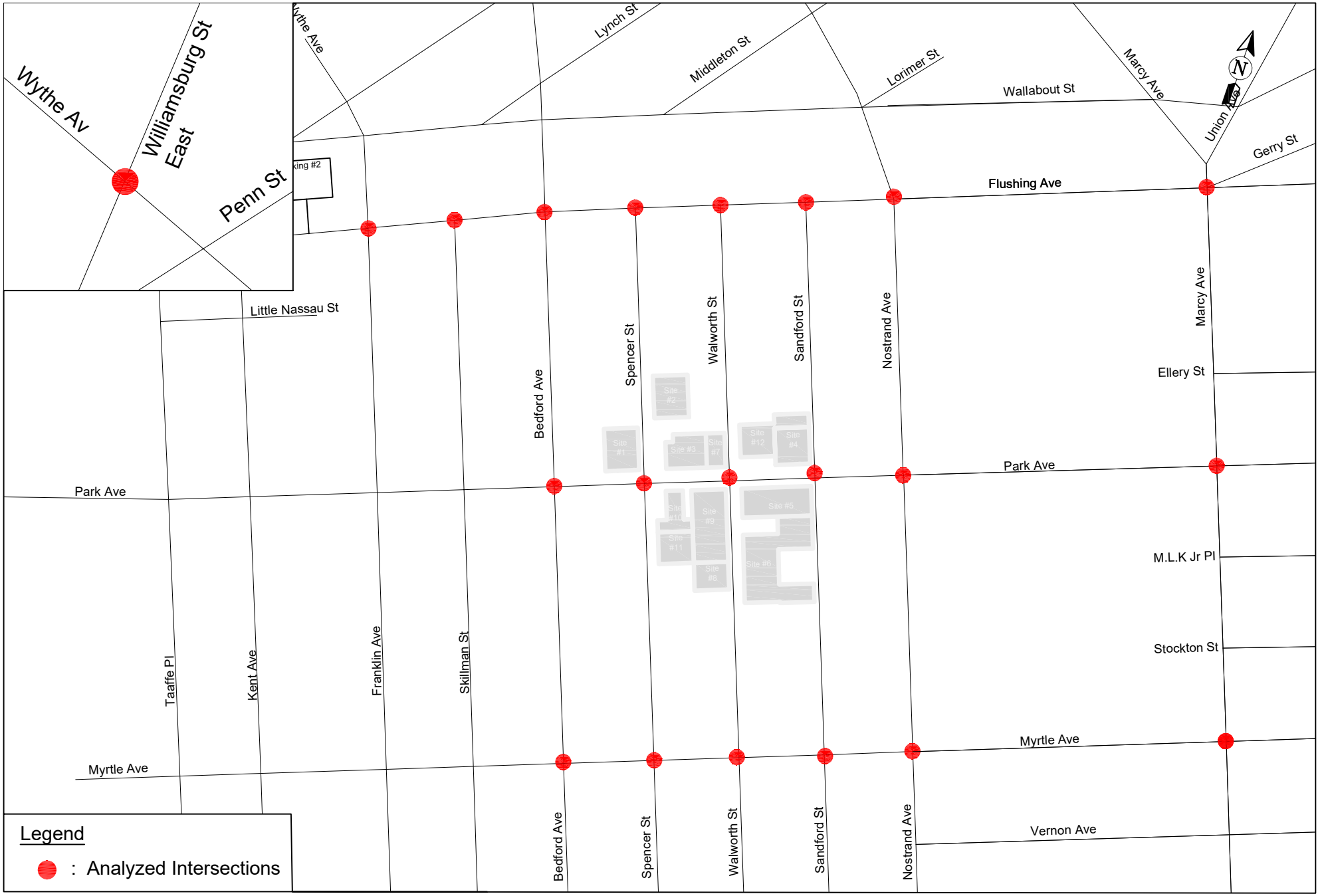
The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of project-generated demand would occur. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project-generated traffic and the *CEQR Technical Manual* analysis threshold of 50 additional vehicle trips per hour, or at known congested locations.

The Proposed Actions would exceed the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the *CEQR Technical Manual*. Therefore, a travel demand forecast is required to determine if the total RWCDS for the Proposed Actions would generate 50 or more vehicle trips in any peak hour. The results of this forecast have been summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) technical memorandum (refer to **Appendix 1**). Based on ~~a preliminary~~the travel demand forecast, the total RWCDS for the Proposed Actions is expected to generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday peak hour. Detailed analysis will be conducted at intersections that would experience more than 50 additional vehicles during any of the peak hours.

Vehicle trips in each of these peak hours were assigned to the street network, and a total of 21 intersections (20 signalized and one unsignalized) where project-generated traffic is likely to exceed the 50-trip *CEQR Technical Manual* analysis threshold were selected for detailed analysis in consultation with the lead agency (see **Figure 6**).

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions:

- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts (TMC). If needed, vehicle classification counts and travel time studies (speed runs) will be conducted to provide supporting data for air quality and noise analyses. TMC data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The TMC and vehicle classification counts will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as DOT and DCP.
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes, curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from DOT.
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Highway Capacity Software (HCS).
- Based on available sources, U.S. Census data and standard references including the *CEQR Technical Manual*, estimate the demand from other major developments planned in the vicinity of the Development Site by the 203~~1~~0 analysis year. This will include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other DOT initiatives will be included in the future No-Action network, as applicable.
- Compute the future 203~~1~~0 No-Action traffic volumes based on approved background traffic growth rates for the study area (0.5 percent per year for years one through five, 0.25 percent for year six) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by 203~~1~~0 and determine the No-Action v/c ratios, delays, and levels of services at analyzed intersections.
- Using Census data, standard references including the *CEQR Technical Manual*, and data from previous studies, develop a travel demand forecast for the RWCDS based on the net change in uses compared to the No-Action condition. For each analyzed peak hour, determine the net change in vehicle trips expected to be generated by the Proposed Actions as described in the TPF/TDF technical memorandum. Assign the net project-generated trips in each analysis period to likely approach and departure routes and prepare traffic volume networks for the 203~~1~~0 future with the Proposed Actions for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.



Park Avenue Brooklyn Rezoning

Figure 6
Traffic Analysis Locations

- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and DOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be fully or partially mitigated, they will be described as unavoidable adverse impacts.

Transit

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 trips according to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

~~As noted above, b~~Based on ~~preliminary~~ travel demand forecasts provided in the TPF/TDF technical memorandum, the Proposed Actions are expected to generate a net increase of more than 200 additional subway trips in one or more peak hours, and would therefore require detailed transit analyses based on *CEQR Technical Manual* criteria. The projected net increase in bus trips is not expected to exceed the *CEQR Technical Manual* analysis threshold of 50 or more bus trips per line and direction and would therefore not require a detailed analysis.

SUBWAY

There are three existing subway stations located in proximity to the ~~Development Site~~Project Area that would potentially be utilized by project-generated trips: the Flushing Avenue and Myrtle – Willoughby Avenue Stations (G train), and the Lorimer Street Station (J and M train). Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed transit analyses will include the following subtasks:

- Identify for analysis those subway stations expected to be utilized by 200 or more project-generated trips in one or more peak hours. At each of these stations, analyze those stairways and entrance control elements expected to be used by significant concentrations of project-generated demand in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway station elements and determine existing v/c ratios and levels of service based on *CEQR Technical Manual* criteria.
- Determine volumes and conditions at analyzed subway station elements in the future without the Proposed Actions using approved background growth rates and accounting for any trips expected to be generated by any major projects in the vicinity of the study area.
- Add project-generated demand to the No-Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions.
- Identify potential significant adverse impacts at subway station stairways and fare control elements based on *CEQR Technical Manual* impact criteria.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and New York City Transit (NYCT). Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Pedestrians

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. Based on the level of new pedestrian demand generated by the Proposed Actions, it is anticipated that project-generated pedestrian trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold at several locations in one or more peak hours ~~(refer to TPF technical memorandum)~~. Based on an assignment of pedestrian trips to sidewalks and crosswalks in the vicinity of the Projected Development Sites, a total of 99 pedestrian elements (29 sidewalks, 48 corner areas and 22 crosswalks) where project-generated demand is likely to exceed the 200-trip analysis threshold were selected for detailed analysis (refer to the TPF/TDF technical memorandum in **Appendix 1**). A detailed pedestrian analysis will therefore be prepared for the EIS focusing on ~~selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips~~those selected elements.

Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by major projects in the vicinity of the study area, and project-generated demand. The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of project-generated pedestrian trips has been finalized. The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and DOT.

Vehicular and Pedestrian Safety

Data on traffic crashes involving pedestrians and/or cyclists at study area intersections will be obtained from DOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified as high crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the area. If any high crash locations are identified, practicable measures to enhance pedestrian/bicycle safety at these locations will be explored to alleviate potential safety issues.

Parking

The additional parking demand associated with the RWCDS will be estimated in the EIS. Parking demand generated by the projected residential component of the Proposed Actions' RWCDS will be forecast based on auto ownership data for the Project Area and the surrounding area. Parking demand from all other uses will be derived from the forecasts of daily auto trips generated by these uses. Future parking demand will account for net reductions in demand associated with the ~~p~~Projected ~~d~~Development ~~s~~Sites' No-Action land uses displaced under the Proposed Actions.

Task 9: Air Quality

CEQR Technical Manual criteria require an air quality assessment for actions that can result in potentially significant air quality impacts. Mobile source impacts could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources, as well as from vehicles using parking facilities,

parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from HVAC systems that can affect surrounding uses; or when proposed actions add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks. Further details on the air quality analysis approach for the Proposed Actions are provided in **Appendix 2** to this document (Air Quality Analysis Methodology Memorandum).

Mobile Sources

Based on the Level 2 traffic screening presented in the draft Transportation Planning Factors and Travel Demand Forecast Memorandum, it is anticipated that projected vehicle trips generated by ~~As discussed in the EAS,~~ the Proposed Actions ~~are expected to~~will not result in an increase in vehicle trips higher than the *CEQR Technical Manual* CO screening threshold of 170 trips at any intersection in the study area. A screening analysis would be performed based on vehicular trip increments resulting from the Proposed Actions and, if it is determined that more than 170 trips would be generated at any intersection, a CO impact analysis would be conducted in accordance with *CEQR Technical Manual* guidance. For mobile source PM impact, the screening analysis would be performed based on vehicular trip increments resulting from the Proposed Actions. If the screening fails, detailed $PM_{2.5}$ impact analysis will be conducted in accordance with *CEQR Technical Manual* guidance. As there are no atypical roadways within 200 feet of any future sensitive receptors introduced by the Proposed Actions, an atypical roadway analysis is not warranted. As the development of each Projected Development Site would not introduce a new parking facility with 85 or more parking spaces in proximity to new sensitive use, a mobile source garage analysis is not warranted.

Stationary Source Analysis

The stationary source air quality impact analysis will determine the potential effects of emissions from the heating, ventilating, and air conditioning (HVAC) systems on nearby sensitive land uses (Project-on-Existing Impact) and other buildings within the Project Area if applicable (Project-on-Project Impact). The stationary source air quality impact analysis will also determine the potential effects from laboratory fume hood emissions associated with the proposed schools. Emissions from existing large/major existing sources within a 1,000-foot radius from the Project Area and existing industrial/manufacturing zoned uses within a 400-foot study area, will also be assessed to examine the potential for impacts on the Projected Development Sites.

HEATING AND HOT WATER SYSTEM ANALYSIS

The analysis of the heating and hot water systems of the Projected Development Sites will consider impacts following the screening procedures outlined in the 2025~~1~~ *CEQR Technical Manual* to determine the potential for impacts on existing developments, as well as the potential for HVAC emissions of the Projected Development Sites on one another (i.e., project-on-project impacts).

Refined modeling analysis will be performed using the latest version of the EPA AERMOD model and five years of representative meteorological data. Emission rates for project-on-project impact assessment will be developed based on the size of the development and type of heating system proposed, whether it would be boiler(s) or co-generating units. Concentrations of nitrogen dioxide (NO_2), sulfur dioxide (SO_2) and particulate matter ($PM_{2.5}$ and PM_{10}) will be determined at the taller building's sensitive receptors and at surrounding publicly-accessible locations. Receptors will be placed at multiple locations on all facades of the Projected Development Sites – on every floor and 10 feet in the horizontal direction to identify maximum pollutant concentrations and concentration increments per the guidance provided in the *CEQR Technical Manual*.

Predicted values will be compared to the NAAQS for NO_2, SO_2, and PM_{10}, and the CEQR *de minimis* criteria for $PM_{2.5}$. If required, an air quality (E) designation will be proposed to mandate fuel, system, operational and/or heating and hot water system exhaust stack restrictions that would be required to avoid a significant adverse air quality impact. The DEIS would include (E) designation language describing the requirements that would apply.

CHEMICAL SPILL ANALYSIS

The RWCDS includes school uses at Projected Development Site 2, 6, and 8. Since each of the school sites would include a high school student population, it is assumed that the schools would include science labs where wet chemicals would be handled. Emissions from the potential laboratories in each of the buildings will be evaluated, in the event of an accidental chemical spill in one of the laboratories. Impacts will be determined using information, procedures, and methodologies described in the *CEQR Technical Manual*. Two quantitative analyses employing mathematical modeling will be prepared for each school to determine potential impacts at: (1) operable windows and air intakes in nearby buildings and at nearby places of public access; and (2) the school itself due to recirculation into air intake systems, windows, and open air terraces.

Maximum concentrations will be compared with the Short-Term Exposure Levels (STELs) or ceiling levels recommended by the National Institute for Safety and Health (NIOSH) and the U.S. Occupational Safety and Health Administration (OSHA) for the chemicals examined. Where necessary, recommendations will be made to reduce any potential levels of concern.

Large/Major Source Analysis

The *CEQR Technical Manual* requires an analysis of projects that may result in significant adverse impact due to certain types of new uses located near a "large" or "major" stationary emissions source. Major sources are defined as those located at facilities that have a Title V or Prevention of Significant Deterioration air permit, while large sources are defined as those located at facilities that require a State Facility Permit. To assess the potential effects of these existing sources on the Project Area, a review of existing permitted facilities will be conducted using EPA, NYSDEC, and DEP databases. If any large or major stationary emissions sources are identified, a detailed analysis would be prepared. Impacts would be assessed in relation to the NAAQS and CEQR $PM_{2.5}$ *de minimis* criteria.

Industrial Source Analyses

The analysis of the potential impacts of the emissions from existing industrial/manufacturing facilities will be conducted as follows:

- A land use review will be conducted to identify potential industrial source block/lots within 400 feet of the Project Area based on GIS data and field review of the area. In addition, DEP and NYSDEC permit records will be reviewed to identify permitted facilities within the study area. ~~This will include the NYPA facility as an existing industrial source, as, according to the NYPA permit, the facility emits several individual toxic pollutants.~~
- A field survey will be performed to confirm the operating status of existing permitted facilities and to identify any permitted sources of air toxics emissions.
- DEP and NYSDEC permit records will be requested and reviewed for each potential industrial source block/lot. Permits for emergency generators, gas stations, boilers and small drycleaners will be excluded from further consideration per the City's guidelines. Similarly, sites that are no longer in existence based on the field review will not be considered. Nonpermitted sources identified in the field review will be considered for analysis.

- Short-term and annual emission rates for existing industrial sources will be determined based on the ~~DEP~~ permit data or estimated, as applicable. Depending on the type of source and data available in the permit file, this step may require research into typical emission rates from other facilities if detailed information for the subject facility is not available.
- ~~An industrial source screening analysis per CEQR procedures will be completed to confirm the sites requiring detailed analysis.~~
- ~~If required, c~~Conduct an ~~AERMOD detailed~~ analysis using the refined AERMOD dispersion model for industrial sources ~~(existing) that fail the screening analyses~~. Stack parameters will be obtained from permits or from coordination with the applicant. This task will involve developing a detailed receptor network and building information, AERMOD run setup (including specifying how industrial source emissions may vary by time of day, or season), and comparing the resulting modeled concentrations to the applicable standards from NYSDEC's DAR-1 AGC/SGC Tables and to the NAAQS~~s~~ and CEQR *de minimis* criteria.
- ~~Potential cumulative impacts of multiple air pollutants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air pollutants.~~

Task 10: Greenhouse Gas Emissions and Climate Change

Greenhouse Gas Emissions

Increased greenhouse (GHG) emissions 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 precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the total RWCDS exceeds the 350,000 sf development threshold, a GHG emissions assessment will be provided in the EIS. GHG emissions generated by the Proposed Actions will be quantified and an assessment of consistency with the City's established GHG reduction goal will be performed as part of the EIS in accordance with the *CEQR Technical Manual*. The assessment will examine GHG emissions from the Proposed Actions' RWCDS' operations, mobile sources, and construction, as outlined below.

- Sources of GHG from the development projected as part of the Proposed Actions will be identified. The pollutants for analysis will be discussed, as well as various City, State, and Federal goals, policies, regulations, standards, and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the 12 Projected Development ~~s~~ Sites based on the carbon emission factors specified in the *CEQR Technical Manual*.
- GHG emissions associated with the Action-related traffic will be estimated for the total RWCDS for the Proposed Actions using data from Task 8, ~~t~~"Transportation." A calculation of vehicle miles traveled (VMT) will be prepared.

A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Actions are consistent with GHG reduction goals, including building efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.

Climate Change

As noted in the EAS for the Proposed Actions, the Project Area is not located within the 100-year or 500-year flood zone, however, it is located within the 2020s and 2050s 100- and 500-year projections. Therefore, the Project Area is susceptible to storm surge and coastal flooding, and an assessment of climate change is warranted. This chapter of the EIS will include a qualitative discussion of potential effects of climate change and design measures that could be incorporated into new development projected to occur in the Project Area to mitigate that effect. The most recent New York Panel on Climate Change (NPCC) projections of future floodplains will be used for the climate change assessment. The consistency of the Proposed Actions with climate change/sea level rise considerations is assessed as part of the WRP assessment to be included in Task 2, "Land Use, Zoning, and Public Policy," and will be summarized as part of the Climate Change assessment.

Task 11: Noise

For the Proposed Actions, there are two major areas of concern regarding noise: (1) the effect the total RWCDS would have on noise levels in the surrounding community; and (2) the level of building attenuation necessary to achieve interior noise levels that satisfy CEQR requirements.

~~It is not expected that project-generated traffic would be likely to result in significant adverse noise impacts. However, a~~An ~~screening~~ assessment will be performed to determine whether there are any locations where there is the potential for the RWCDS to result in significant noise impacts (i.e., doubling of Noise Passenger Car Equivalents [PCEs]) due to project-generated traffic. A detailed analysis of potential noise impacts due to outdoor mechanical equipment is not required as the outdoor mechanical equipment for any future development facilitated by the Proposed Actions would be required to meet applicable regulations, which are more stringent than *CEQR Technical Manual* impact criteria. The noise analysis will also examine the level of building attenuation necessary to meet CEQR interior noise level requirements. Further details on the noise analysis methodology and technical approach for the Proposed Actions are provided in **Appendix 3** (Noise Monitoring Approach Memorandum).

The following tasks will be performed in compliance with *CEQR Technical Manual* guidance:

- Based on the traffic studies conducted for Task 8, "Transportation," an ~~screening~~ analysis will be conducted to determine whether there are any locations where there is the potential for the RWCDS to result in significant noise impacts (i.e., doubling Noise PCEs) due to project-generated traffic. ~~If it is determined that Noise PCEs would double at any sensitive receptor, a detailed analysis would be conducted in accordance with *CEQR Technical Manual* guidance.~~
- Appropriate noise descriptors for building attenuation purposes would be selected. Based on CEQR criteria, the noise analysis will examine the L_{10} and the one-hour equivalent ($L_{eq(1)}$) noise levels.
- Existing noise data will be collected at the receptor locations adjacent to the Projected Development Sites within the Project Area in order to measure existing noise levels generated by nearby traffic. At each receptor site, 20-minute measurements will be performed during typical weekday AM, midday, school PM, and PM and Saturday peak periods (coinciding with the traffic peak periods). Noise measurements will be recorded in conformance with *CEQR Technical Manual* procedures, and measured noise level descriptors will include equivalent noise level (L_{eq}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels

such as L_1, L_{10}, L_{50}, and L_{90}. A summary table of existing measured noise levels will be provided as part of the EIS.

- A playground noise analysis will be included in the EIS to identify whether the proposed rooftop play areas at Projected Development Sites 2, 6, and 8 would impact any existing or future nearby sensitive receptors.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile and stationary source noise impacts and the cumulative effects of each, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals. All projections will be made with L_{eq} noise descriptor.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site. If required, an enforceable legal mechanism will be proposed to memorialize building attenuation requirements, such as (E) designations placed where applicable, pursuant to Section 11-15 of the New York City Zoning Resolution.

Task 12: Public Health

Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status, as defined in the CEQR Technical Manual. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and, if so, to identify measures to mitigate such effects.

Although no adverse impact on public health is anticipated, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise, according to the *CEQR Technical Manual*. For the Proposed Actions, a preliminary public health assessment will be conducted that will consist of a summary of the Proposed Actions' potential to result in unmitigated significant adverse impacts in the areas of air quality, water quality, hazardous materials, and noise. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

Task 13: Neighborhood Character

Neighborhood character is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Actions and resultant development have the potential to alter certain elements contributing to the ~~affected~~ Project ~~a~~Area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; natural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character.

- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition and compare to the future No-Action condition.
- Evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual* guidance.

Task 14: Construction

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise levels, air quality conditions, and mitigation of hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near to sensitive receptors should undergo a preliminary impact assessment according to the *CEQR Technical Manual*. Construction of the total RWCDS associated with the Proposed Actions is expected to take place over a period greater than two years and is therefore considered long-term. As such, construction analysis will focus on the conceptual construction schedule to develop the 12 Projected Development Sites. This chapter of the DEIS will provide a preliminary impact assessment following the guidance in the *CEQR Technical Manual*. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. Technical areas to be assessed include the following:

- **Transportation Systems:** In accordance with *CEQR Technical Manual* methodologies, the travel demand that would be generated during construction of the total RWCDS will be forecasted to identify the expected number of vehicle, transit (bus and subway) and pedestrian trips from construction workers and equipment. The potential effects of this construction travel demand on study area transportation systems will then be assessed. Based on the trip projections of activities associated with peak construction for the RWCDS, an assessment of potential transportation impacts during construction and how they are compared to the trip projections under the operational condition will be provided. If this effort identifies the need for separate detailed quantitative analysis due to an exceedance of the *CEQR Technical Manual* quantified transportation analysis thresholds (50 or more vehicle-trips and/or 200 or more transit/pedestrian trips during a given peak hour), such analysis will be prepared. The assessment will also evaluate the potential effects of construction activities on streets, sidewalks, bicycle and bus lanes, and transit access points adjacent to the Project Area, where applicable.
- **Air Quality:** The construction air quality impact section will contain a detailed discussion of emissions from construction equipment, on-road construction-related vehicles, as well as fugitive dust. The quantitative analysis will review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations including the adjacent school and playground and identify any project-specific control measures required to further reduce the effects of construction and to ensure that significant impacts on air quality do not occur. Further details on the construction air quality analysis methodology are provided in **Appendix 4** to this document.

- **Noise:** The construction noise impact section will contain a detailed quantitative analysis of noise from each phase of construction activity. Appropriate recommendations will be made to comply with NYCDEP Rules for Citywide Construction Noise Mitigation and the New York City Noise Control Code. The analysis will quantitatively review the projected activity and equipment in the context of intensity, duration, and location of emissions relative to nearby sensitive locations, and identify any project-specific control measures required to further reduce construction noise. Potential construction-related noise impacts will be assessed and addressed quantitatively. Further details on the construction noise analysis methodology are provided in **Appendix 4** to this document.
- **Other Technical Areas:** As appropriate, the construction assessment will discuss other areas of environmental concern, including Land Use and Neighborhood Character, Socioeconomic Conditions, Community Facilities, Open Space, Historic and Cultural Resources, and Hazardous Materials, for potential construction-related impacts. In accordance with *CEQR Technical Manual* guidelines, the construction analysis will include an assessment of whether construction of the 12 Projected Development Sites identified in the total RWCDS would potentially physically impact, or inhibit access to, adjacent land uses, including community facilities.

If significant adverse impacts are identified, mitigation measures will be identified in conjunction with DCP as lead agency and any expert agencies, as appropriate.

Task 15: Mitigation

Where significant adverse impacts that could result from the Proposed Actions have been identified in Tasks 2 through 13, this chapter will describe the practicable measures that would be implemented to mitigate those impacts. These measures will be developed and coordinated with the responsible City/State agencies, as necessary. Where impacts cannot be fully mitigated, they will be disclosed as unavoidable adverse impacts.

Task 16: Alternatives

Pursuant to CEQR, the purpose of an alternatives section in an EIS is to examine development options that would reduce or eliminate impacts resulting from the Proposed Actions while substantively meeting the goals and objectives of the Proposed Actions. The specific alternatives to be analyzed will be better defined once the full extent of the Proposed Actions' impacts have been identified. ~~At this time, it is expected that t~~The EIS will include two alternatives: (1) a No-Action alternative, which describes the conditions that would exist if the Proposed Actions were not implemented, and is considered throughout the EIS as the No-Action Condition, and (2) a No Unmitigated Significant Adverse Impact alternative, which assesses a change in density or program design in order to avoid the potential for any unmitigated significant adverse impacts that may be associated with the Proposed Actions. The specifics of these alternatives will be finalized as project impacts become clarified. The analysis of each alternative will be qualitative, except in those technical areas where significant adverse impacts of the Proposed Actions have been identified.

Task 17: Summary EIS Chapters

The EIS will include the following three summary chapters, in accordance with CEQR guidance:

- **Unavoidable Adverse Impacts:** summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- **Growth-Inducing Aspects of the Proposed Project:** which generally refer to "secondary" impacts of the Proposed Actions that trigger further development.
- **Irreversible and Irretrievable Commitments of Resources:** which summarizes the Proposed Actions and their impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term. Any significant impacts for which no mitigation can be implemented will be presented as Unavoidable Adverse Impacts. In addition to discussions of Growth-Inducing Aspects of the Proposed Project and Irreversible and Irretrievable Commitment of Resources.

Task 18. Effects on Disadvantaged Communities

Effective December 30, 2024, Section 8-0109(2)(k) of the New York Environmental Conservation Law requires that EISs include a statement of the effects of any proposed action on disadvantaged communities, including whether the action may cause or increase a disproportionate pollution burden on a disadvantaged community. An assessment will be prepared to comply with Section 8-0109(2)(k) in accordance with the *CEQR Technical Manual* and any relevant regulations or guidance from DEC in effect at the time of DEIS preparation. The assessment will address any potential adverse impacts on disadvantaged communities(DACs)[10] that could result from the RWCDS for the Proposed Actions. The assessment will establish the study area, identify potential adverse environmental impacts, and determine whether potential adverse environmental impacts are likely to result in a disproportionate pollution burden on a disadvantaged community, recognizing that different geographic areas experience different levels of existing social vulnerabilities and environmental burdens. The existing environmental burden on any disadvantaged communities within 0.5 mile of the Project Area will be described and the potential for any disproportionate pollution burden will be evaluated.

Task 19~~8~~. Executive Summary

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Actions and associated RWCDS, the environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

[10] ECL § 75-0101(5) defines "disadvantaged communities" as communities that bear burdens of negative public health effects, environmental pollution, impacts of climate change, and possess certain socio-economic criteria, or comprise high-concentrations of low- and moderate- income households.

Appendix 1

Transportation Planning Factors and Travel Demand Forecast Memorandum

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Draft Travel Demand Factors (TDF) Memorandum

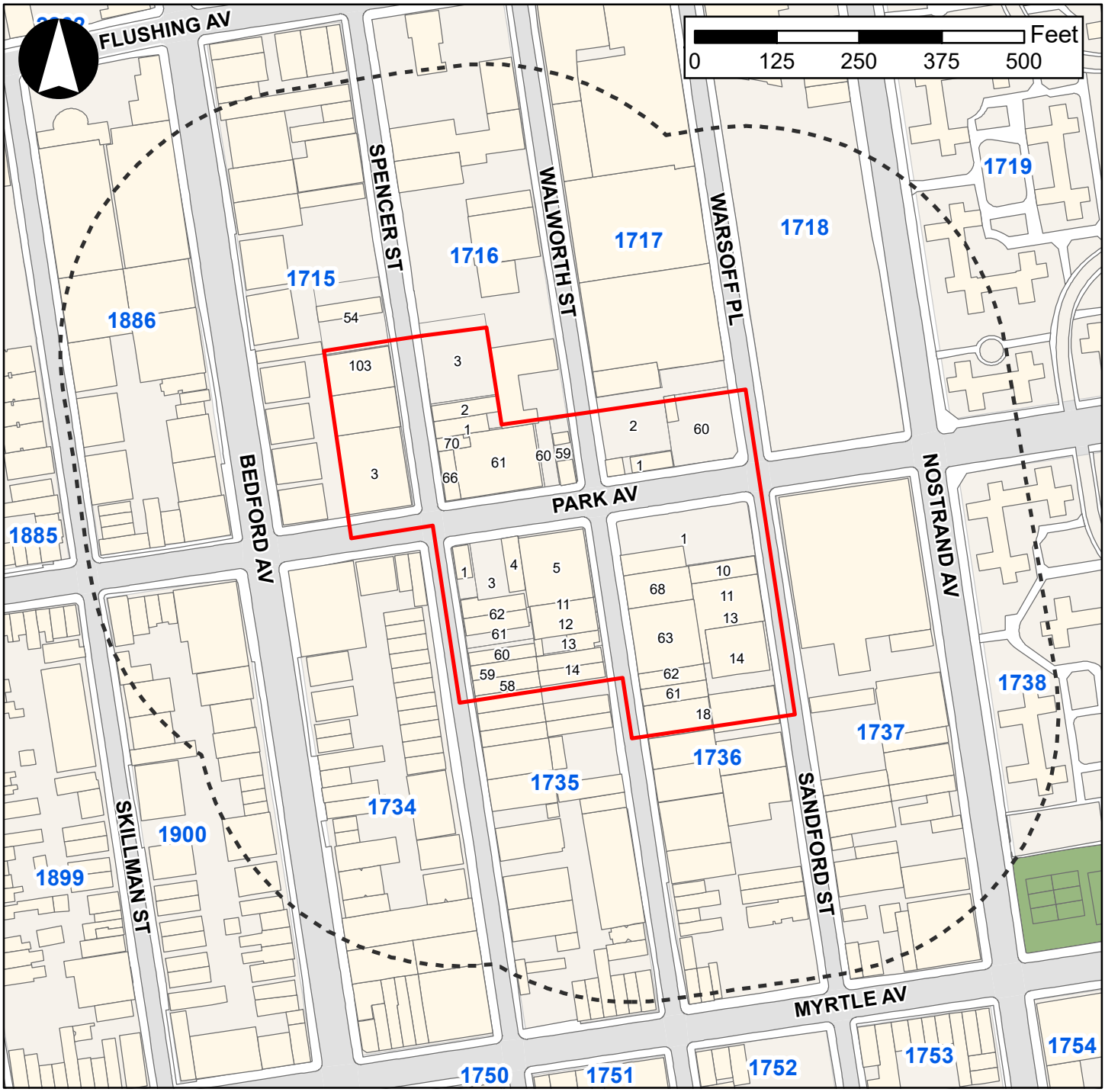
To:	NYCDCP
From:	AKRF, Inc.
Date:	March 11, 2026
Re:	Park Avenue Brooklyn Rezoning EIS - Travel Demand Analysis
cc:	Project Team

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, transit, pedestrian and parking conditions for the *Park Avenue Rezoning EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDS) are provided, along with a discussion of trip assignment methodologies and study area definitions.

INTRODUCTION

The Applicant, Park Ave. Rezoning Partners LLC, is requesting several discretionary actions from the New York City Planning Commission (CPC) to facilitate the redevelopment of several blocks in the Bedford-Stuyvesant neighborhood of Brooklyn Community District (CD) 3. Development in the Project Area would include three new private schools, new housing, and local retail uses. The Project Area consists of portions of Blocks 1715, 1716, 1717, 1735, and 1736. As shown in **Figure 1**, the Project Area is bounded by a depth of 250 feet from Park Avenue on the eastern side of Block 1715 and the western side of Block 1716, a depth of 225 feet from Park Avenue on Block 1735, a depth of 100 feet from Park Avenue on the eastern side of Block 1716 and on Block 1717, and a depth of 325 feet from Park Avenue on Block 1736.

The Applicant seeks the following discretionary approvals (collectively, the "Proposed Actions"). A proposed zoning map amendment to rezone portions of existing M1-1 and M1-2 zoning districts to M1-4/R7D and M1-4/R6-1 mixed-use districts. A zoning text amendment to Appendix F of the Zoning Resolution is requested to establish the Project Area as a Mandatory Inclusionary Housing (MIH) area. A zoning text amendment to Article II would establish a new R6-1 zoning district designation. Finally, the Applicant requests a zoning text amendment to modify Section 123-90 of the Zoning Resolution to modify the Special Mixed Use District MX-4 (Flushing/Bedford) to include M1-4/R6-1 and M1-4/R7D zoning designations. Specifically, ZR 123-63 will be modified to include R6-1 and R7D districts as designated Residence Districts within Special Mixed Use District MX-4.



Source: NYCDCP (PLUTO 2023, Version 3.1); DoITT; ESRI

Legend

- 400-foot Radius
- Proposed Rezoning Area (Project Area)
- Existing Buildings
- 3 Tax Lots
- 1715 Tax Blocks



REASONABLE WORST CASE DEVELOPMENT SCENARIO

Approval of the Proposed Actions would facilitate the redevelopment of nine Applicant-controlled Projected Development Sites and three non-Applicant-controlled Projected Development Sites within the Project Area (see **Figure 2**). For CEQR analysis purposes, the Applicant's nine development sites and three non-Applicant sites are considered collectively and referred to as the total RWCDS for the Proposed Actions. The total RWCDS for the Proposed Actions would result in a total of 483 dwelling units (DUs), including approximately 124 affordable units pursuant to the MIH program, 80,155 gsf of ground floor local retail, 11,590 gsf of medical office space, 244,088 gsf of private school space, and 151 accessory parking spaces.

Absent approval of the Proposed Actions, existing uses would remain on most of the identified projected development sites; however, two sites within the Project Area are expected to be redeveloped on an as-of-right basis. At Projected Development Site 2 (49 Spencer Street), the currently vacant site is expected to be redeveloped with a 69,000-gsf mixed-use building with 28,750 gsf of commercial space (17,969 gsf of office and 10,781 gsf of retail) and 40,250 gsf of medical office space. At Projected Development Site 12, the currently vacant site would be redeveloped with a 6,216-gsf one-story commercial building.

As shown in **Table 1**, compared to No-Action conditions, the net increment resulting from the Proposed Actions would be 481 DUs, 28,505 gsf of local retail, 201,838 gsf of private school space, a reduction of 17,969 gsf of office space, a reduction of 40,250 gsf of medical office space, a reduction of 5,000 gsf of house of worship space, and a reduction of 11,400 gsf of warehouse space. It should be noted that no No-Action uses/credit are assumed for sites that would be occupied by educational facilities in the With-Action conditions (i.e., Projected Development Sites 2, 6, and 8) for conservative transportation analysis purposes. As such, **Table 1** also shows the increment being assumed for transportation analysis purposes.

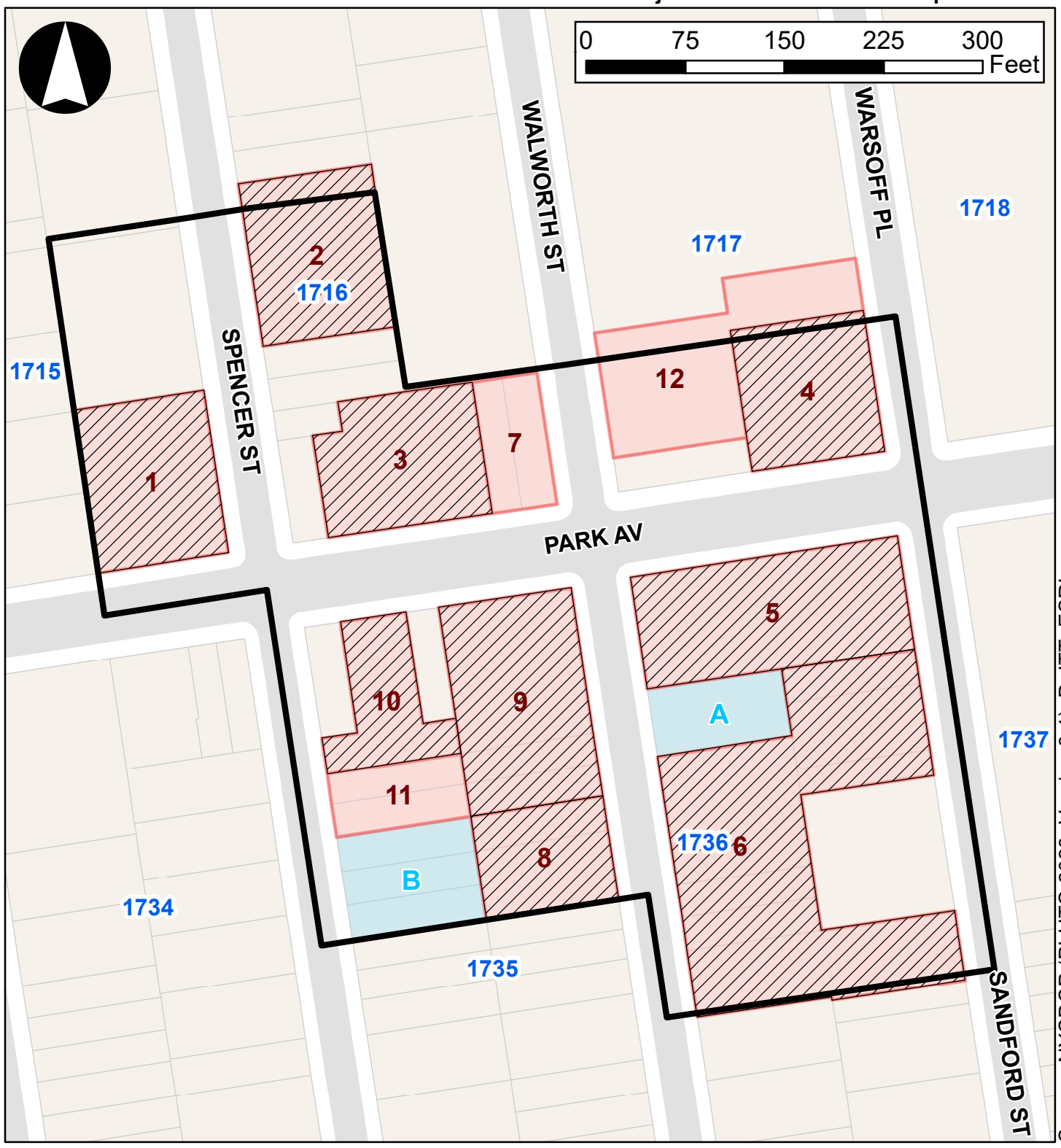
TABLE 1
Comparison of No-Action and With-Action Development Scenarios for Project Area (RWCDS)

Use		**No-Action Scenario**	**With-Action Scenario**	**Increment**	**Increment for Transportation[2]**
Residential	Affordable	-	*124*	***+124 DU***	***+124 DU***
	Market-Rate	2	*359*	***+357 DU***	***+359 DU***
	Total Residential Units	*2*	483	**+481 DU**	**+483 DU**
Medical Office		51,840 gsf	11,590 gsf	**-40,250 gsf**	**-**
School		42,250 gsf	244,088 gsf	**+201,838 gsf**	**+201,838 gsf**
House of Worship		5,000 gsf	-	**-5,000 gsf**	**-**
Local Retail		51,650 gsf	80,155 gsf	**+28,505 gsf**	**+39,286 gsf**
Office		17,969 gsf	-	**-17,969 gsf**	**-**
Warehouse		11,400 gsf	-	**-11,400 gsf**	**-8,900 gsf**
Parking Spaces		251 spaces	151 spaces	**-100 spaces**	**-100 spaces**
Population/Employment[1]		**No-Action Scenario**	**With-Action Scenario**	**Increment**	**Increment for Transportation[2]**
Residents		5 residents	1,236 residents	**+ 1,231 residents**	**+ 1,236 residents**
Workers		449 workers	500 workers	**+ 51 workers**	**+ 51 workers**
Students		0 students	2,220 students	**+2,220 students**	**+2,220 students**

Notes:
[1] Based on 2.56 persons per DU (2020 Census average household size for Brooklyn Community District 3). Estimate of workers assumes one retail worker per 333 gsf. One medical office worker per 333 gsf. One warehouse worker per 1,000 gsf. One school employee per 11 students. One worker per 50 attended parking spaces. One worker per 25 DU. One student per 110 gsf of school space.

Figure 2

Projected and Potential Development Sites



Source: NYCDCP (PLUTO 2023, Version 3.1); DoITT; ESRI

Legend

- Proposed Rezoning Area
- Applicant-controlled sites
- 11 Projected Development Sites
- A Potential Development Sites
- 1715 Tax Blocks

[2] No No-Action uses/credit are assumed for sites that would be occupied by educational facilities in the With-Action conditions (i.e., Projected Development Sites 2, 6, and 8) for conservative transportation analysis purposes. These No-Action uses include residential, medical office, local retail, house of worship, office, and warehouse space on Projected Development Sites 2, 6, and 8.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated by the No Action and With Action land uses on Projected Development Sites are summarized in **Table 2** and discussed below. The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were primarily based on those cited in the 2025 *City Environmental Quality Review (CEQR) Technical Manual*, factors developed for recent environmental reviews, 2015–2019 American Community Survey (ACS) journey-to-work data for Brooklyn census tracts in proximity to the Project Area (191, 235, 241, 255, 531, 537, and 1237), 2012–2016 American Association of State Highway Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) reverse journey-to-work data , data provided by the New York City departments of Transportation (DOT) and City Planning (DCP), data derived from student and staff surveys at an adjacent school owned by the applicant, and data from other standard professional references. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday peak hours (typical peak periods for retail demand).

Table 2
Transportation Planning Factors

Land Use:	Residential	Residential (Single-Family)	Local Retail	Warehouse	Elementary School Students	Middle School Students	High School Students	Elementary School Parents		Grade 6 Parents		School Staff
								(9)		(11)		(10)
								AM	PM	AM	PM	
Size/Units:	483 DU	0 DU	39,286 gsf	-8,900 gsf	795 students	398 students	1,027 students	74 Parents	95	69 Parents	78	339 staff
Trip Generation:	(1)	(1)	(1)	(4)	(1)	(1)	(1)	(1)		(1)		(1)
Weekday	8.18	12.6	329.0	2.4	2.0	2.0	2.0	4.0		4.0		2.0
Saturday	9.08	13.7	358.0	0.2	0.0	0.0	0.0	0.0		0.0		0.0
	per DU	per DU	per 1,000 sf	per 1,000 sf	per student	per student	per student	per parent		per parent		per staff
Temporal Distribution:	(1)	(1)	(1)	(4)	(1)	(1)	(1)	(1)		(1)		(1)
AM	9.3%	9.3%	4.8%	10.0%	49.5%	49.5%	49.5%	49.5%		49.5%		40.0%
Midday	5.6%	5.6%	8.0%	9.0%	0.0%	0.0%	0.0%	0.0%		0.0%		0.0%
PM	8.5%	8.5%	10.9%	11.0%	49.5%	49.5%	49.5%	49.5%		49.5%		40.0%
Saturday	8.4%	8.4%	11.7%	33.0%	0.0%	0.0%	0.0%	0.0%		0.0%		0.0%
Modal Splits:	(2)	(2)	(4)	(3)	(6)	(6)	(8)	(7)		(7)		(6)
	All Periods	All Periods	All Periods	All Periods	Wk AM	Wk PM	Wk AM	Wk PM	All Periods	Wk AM	Wk PM	Wk AM	Wk PM	All Periods
Auto	17.6%	17.6%	11.0%	31.0%	1.5%	0.3%	0.4%	0.2%	3.9%	0.0%	0.0%	0.0%	0.0%	17.3%
Taxi	0.0%	0.0%	0.0%	0.2%	0.2%	0.1%	0.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	17.3%
Subway/Railroad	40.1%	40.1%	3.0%	19.5%	0.4%	0.0%	0.0%	0.0%	54.2%	3.6%	0.0%	0.0%	0.0%	0.0%
Bus	5.5%	5.5%	2.0%	11.9%	0.4%	0.3%	0.2%	0.2%	21.7%	3.6%	2.2%	0.3%	0.3%	2.3%
School Bus	0.0%	0.0%	0.0%	0.0%	86.2%	83.9%	32.3%	23.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycle	3.8%	3.8%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Walk/Other	33.0%	33.0%	84.0%	35.5%	11.2%	15.3%	66.9%	75.7%	20.2%	92.7%	97.8%	99.7%	99.7%	63.2%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
In/Out Splits:	(1)	(1)	(1)	(4)	(1)	(1)	(1)	(1)		(1)		(1)	
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out		In Out		In Out	
AM	22% 78%	22% 78%	52% 48%	77% 23%	100% 0%	100% 0%	100% 0%	50% 50%		50% 50%		100% 0%	
Midday	50% 50%	50% 50%	50% 50%	53% 47%	0% 0%	0% 0%	0% 0%	0% 0%		0% 0%		0% 0%	
PM	62% 38%	62% 38%	50% 50%	27% 73%	0% 100%	0% 100%	0% 100%	50% 50%		50% 50%		0% 100%	
Saturday	55% 45%	55% 45%	50% 50%	64% 36%	0% 0%	0% 0%	0% 0%	0% 0%		0% 0%		0% 0%	
Vehicle Occupancy:	(2,5)	(2,5)	(4)	(3)	(6)	(6)	(8)					(6)	
	All Periods	All Periods	All Periods	All Periods	Wk AM	Wk PM	Wk AM	Wk PM	All Periods	All Periods		All Periods		All Periods
Auto	1.12	1.12	1.20	1.17	1.63	1.63	1.63	1.63	1.30	N/A		N/A		1.00
Taxi	1.30	1.30	1.20	1.18	2.00	2.00	2.00	2.00	1.30	N/A		N/A		1.00
School Bus					35.0	35.0	35.0	35.0	35.00					
Truck Trip Generation:	(1)	(1)	(1)	(4)	(5)	(5)	(8)						
Weekday	0.06	0.06	0.35	0.91	0.03	0.03	0.03						
Saturday	0.02	0.02	0.04	0.08	0.00	0.00	0.00						
	per DU	per DU	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf						
Truck Temporal Distribution:	(1)	(1)	(1)	(4)	(5)	(5)	(8)						
AM	12.0%	12.0%	8.0%	9.9%	9.6%	9.6%	9.6%						
MD	9.0%	9.0%	11.0%	8.0%	11.0%	11.0%	11.0%						
PM	2.0%	2.0%	2.0%	7.0%	1.0%	1.0%	1.0%						
Saturday	9.0%	9.0%	11.0%	28.0%	0.0%	0.0%	0.0%						
Truck Directional Distribution:	In Out	In Out	In Out	In Out	In Out	In Out	In Out						
All Periods	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	67.0% 33.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%						
				57.0% 43.0%									
				60.0% 40.0%									
				42.0% 58.0%									

Table 2
Transportation Planning Factors (cont'd)

Notes :

(1) *2025 City Environmental Quality Review (CEQR) Technical Manual.*
(2) Based on ACS 2015-2019 journey-to-work data for Brooklyn tracts 191, 235, 241, 255, 531, 537 and 1237.
(3) Based on AASHTO CTPP 5-Year (2012-2016) reverse journey-to-work data for Brooklyn tracts 191, 235, 241, 255, 531, 537 and 1237.
(4) Based on data provided by DOT.
(5) *Gowanus Rezoning FEIS* , 2021.
(6) Based on the survey conducted at the existing CUTA school in Williamsburg, Brooklyn in June, 2024. Staff mode choice modified from survey result to more accurate represent the future condition.
(7) Parent modal split adjusted for pedestrian related trips only.
(8) *Brooklyn Lab Charter School EAS* , 2018.
(9) Assumes a 1:1.3 parent-to-grade 1 to 6 student ratio taking subway, bus, and walk modes.
(10) Assumes 1 employee per 11 Students (For High School). 1 employee per 4.86 Students (For Elemetary and Middle School, based on data from CUTA school survey)

Retail

The trip generation rates, temporal distributions, in/out splits, and truck generation rates for local retail uses were based on data from the 2025 *CEQR Technical Manual*. The modal splits and vehicle occupancies were based on survey data provided by DOT.

Light Industrial/Warehouse

The trip generation rates, temporal distributions, directional in/out splits and truck factors for light industrial uses were based on data provided by NYCDOT. The modal splits and vehicle occupancies were based on American Association of State Highway and Transportation Officials (AASHTO) Census Transportation Planning Products (CTPP) reverse journey-to-work data for workers in census tracts 191, 235, 241, 255, 531, 537 and 1237.

Residential

Residential person trip rates, directional splits, and temporal distribution reflect data from the *CEQR Technical Manual*, while modal splits and auto vehicle occupancy were based on 2015-2019 5-year ACS journey-to-work data for census tracts 191, 235, 241, 255, 531, 537 and 1237. Taxi occupancy was based on data from the 2021 *Gowanus Rezoning FEIS*. Truck trip generation rates and temporal distributions reflect those cited in the *CEQR Technical Manual*.

School

The Proposed Actions would facilitate the development of a new high school and two new K-12 schools. The trip generation, temporal distribution, and directional splits were based on the *CEQR Technical Manual*. With regards to temporal distribution, on a typical weekday, these private schools generally start before 9:00 AM, which is closer to the AM commuter peak hour, and dismiss students at 4:00 PM or later, which is closer to the PM commuter peak hour. As such, the temporal distribution from the *CEQR Technical Manual* is conservatively utilized during the PM peak hour. Also, it should also be noted that these schools do not operate on Saturday and only some grades/classes are in session for half-day on Fridays and Sundays.

The travel demand characteristics from an adjacent existing school, Central United Talmudical Academy (CUTA) school in Williamsburg, Brooklyn, were incorporated as some of the transportation planning factors for the proposed schools as part of the Park Avenue Rezoning. These travel demand characteristics were derived from transportation surveys conducted in June 2024 from students and staff at the existing adjacent school. The full transportation survey memorandum, including survey methodology and findings, is included in this appendix.

The elementary and middle/intermediate school modal splits for students of the proposed schools were based on the CUTA surveys for students in grades 1 through 5 and grades 6 through 8, respectively. Modal splits for high school students were based on the *Brooklyn Lab Charter School EAS*. Modal splits for school staff were based on the surveys for CUTA staff at the adjacent school. It should be noted that existing CUTA school is an all-girls school with female staff members only; female members in the Hasidic community do not operate automobiles and typically opt to travel by taxi alternatively. As the proposed schools would be co-ed, 50% of the taxi-share derived from the survey is assumed to utilize automobile

to account for the male staff in the proposed schools. The modal split for parents is proportioned similar to those splits for elementary and intermediate schools for pedestrian-related modes only (i.e., walk-only, subway, and transit bus).

Auto and taxi vehicle occupancies for elementary and intermediate school students were based on the survey for the adjacent CUTA school for those respective grade levels. Vehicle occupancies and truck trip generation rates and factors for high school students were based on the *Brooklyn Lab Charter School EAS* . Vehicle occupancies for school staff were based on the surveys for CUTA staff at the adjacent school. Lastly, truck trip generation rates and factors for elementary and intermediate school use were based on the 2021 *Gowanus Rezoning FEIS.*

LEVEL 1 SCREENING ASSESSMENT

The 2025 *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections of this memorandum, the preliminary analysis begins with a trip generation (a Level 1 screening assessment) analysis to estimate the numbers of person and vehicle trips attributable to a proposed action. According to the 2025 *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak hour vehicle or ferry trips and fewer than 200 peak hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 screening assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments demonstrate that a proposed action would generate 50 or more peak hour vehicle trips at an intersection, 200 or more peak hour subway trips at a station, 50 or more peak hour bus trips in one direction along a bus route, 25 or more peak hour trips by Citywide Ferry Service ("CWFS") in a single direction on a single route or 50 or more at a ferry landing, or 200 or more peak hour pedestrian trips traversing a sidewalk, corner area, or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrian, vehicular and pedestrian safety, and parking conditions.

Trip Generation

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2031 analysis year was derived based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 2**. **Table 3** shows an estimate of the net incremental change in peak hour person trips and vehicle trips, (versus the No Action condition) that would occur in 2031 with implementation of the Proposed Actions. As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increase of approximately 3,732 person trips in the weekday AM peak hour, 1,250 in the weekday midday, 4,552 in the weekday PM peak hour and 2,006 in the Saturday peak hour. Peak hour vehicle trips (including auto, truck, school bus and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 388, 136, 440 and 212 (in and out combined) in the weekday AM, midday and PM, and Saturday peak hours, respectively. Peak hour subway trips would increase by a net total of approximately 722, 120, 725, and 198 during these periods, respectively, while transit bus trips would increase by approximately 270, 34, 280, and 52, respectively. Lastly, walk-only trips would increase by 1,643, 936, 2,428, and 1,496 trips during the weekday AM, midday and PM, and Saturday peak hours, respectively. **Table 4** shows a summary of the data presented in **Table 3**.

Traffic

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if the Proposed Action(s) would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 4**, under the RWCDS, the net number of incremental vehicle trips—388, 136, 440, and 212 in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively—would exceed the 50-trip threshold in three peak hours, and a Level 2 screening analysis is therefore warranted for these periods to determine which if any intersections would require quantified analysis.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and cited in the *CEQR Technical Manual*, detailed transit analyses are generally not required if the Proposed Action(s) is projected to result in fewer than 200 peak hour rail or bus transit riders. If the Proposed Action(s) would result in 50 or more bus passengers being assigned to a single bus route 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 and/or subway analysis would be warranted. 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 4**, the RWCDS is expected to generate approximately 722 and 725 incremental subway trips in the weekday AM and PM peak hours, respectively. As these numbers of trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold, a Level 2 screening analysis is warranted to determine which if any subway stations and routes would require quantified analysis. As also shown in **Table 4,** the Proposed Actions is expected to generate 270 and 280 incremental bus trips in the weekday AM and PM peak hours, respectively. As these numbers of trips could potentially exceed the 50-trips per direction *CEQR Technical Manual* analysis threshold on one or more routes, a Level 2 screening analysis is also warranted for the bus mode to determine which if any bus routes would require quantified analysis.

CWFS

According to *CEQR Technical Manual* guidance, detailed analyses of the CWFS are not typically required if the Proposed Action(s) would result in 50 or fewer peak hour CWFS peak hour ferry riders to a ferry landing within a half-mile of the Project Area. As the Area is not located within half-mile of a CWFS ferry landing, a Level 2 screening analysis is not warranted according to *CEQR Technical Manual* guidance.

Pedestrians

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips at any pedestrian element (sidewalk, corner area or crosswalk). As shown in **Table 4**, the RWCDS would generate an incremental demand of approximately 2,735, 1,170, 3,590, and 1,873 total pedestrian trips (including walk-only trips, pedestrians en route to and from nearby subway stations and bus stops, and persons en route to and from nearby parking facilities) in the weekday AM, midday and PM peak hours, and Saturday peak hour, respectively. As the numbers of trips in each of these periods would exceed the 200-trip threshold, a Level 2 screening analysis is warranted to determine which if any pedestrian elements would require quantified analysis.

Table 3

RWCDS Travel Demand Forecast

Land Use:	Residential		Residential (Single-Family)		Local Retail		Warehouse		Elementary School		Middle School (Students)		High School (Students)		Elementary School (Parents)		Elementary School (Parents)		School (Staff)		
													AM	PM	AM	PM	AM	PM				
Size/Units:	483 DU		0 DU		39,286 gsf		-8,900 gsf		795 students		398 students		1,027 Parents	0	74 Parents	95	69 Parents	78	339 staff			
Peak Hour Trips:																					**Total Trips**	
AM	364		0		618		-2		788		394		1,018		146		136		270		3,732	
Midday	220		0		1,032		-2		0		0		0		0		0		0		1,250	
PM	334		0		1,408		-2		788		394		1,018		188		154		270		4,552	
Saturday	364		0		1,642		0		0		0		0		0		0		0		2,006	
Person Trips:																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	15	50	0	0	35	32	0	0	11	0	1	0	40	0	0	0	0	0	46	0	148	82
Taxi	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	46	0	48	0
Subway	31	114	0	0	9	9	0	0	4	0	0	0	551	0	2	2	0	0	0	0	597	125
Bus	5	16	0	0	7	6	0	0	4	0	1	0	221	0	2	2	0	0	6	0	246	24
School Bus	0	0	0	0	0	0	0	0	680	0	127	0	0	0	0	0	0	0	0	0	807	0
Bicycle	2	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	10
Walk/Other	26	95	0	0	272	248	-2	0	88	0	264	0	206	0	69	69	68	68	172	0	1,163	480
Total	79	285	0	0	323	295	-2	0	788	0	394	0	1,018	0	73	73	68	68	270	0	3,011	721
Midday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	20	20	0	0	56	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	76
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	44	44	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	60
Bus	6	6	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Walk/Other	36	36	0	0	433	433	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	467	469
Total	110	110	0	0	516	516	-2	0	0	0	0	0	0	0	0	0	0	0	0	0	624	626
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	37	23	0	0	77	77	0	0	0	2	0	1	0	40	0	0	0	0	0	46	114	189
Taxi	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	46	0	48
Subway	81	51	0	0	21	21	0	0	0	0	0	0	0	551	0	0	0	0	0	0	102	623
Bus	11	7	0	0	14	14	0	0	0	2	0	1	0	221	2	2	0	0	0	6	27	253
School Bus	0	0	0	0	0	0	0	0	0	662	0	93	0	0	0	0	0	0	0	0	0	755
Bicycle	8	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	5
Walk/Other	68	43	0	0	592	592	-2	0	0	121	0	298	0	206	92	92	77	77	0	172	827	1,601
Total	205	129	0	0	704	704	-2	0	0	788	0	394	0	1018	94	94	77	77	0	270	1,078	3,474
Saturday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	35	30	0	0	91	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	121
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subway/Railroad	80	66	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	92
Bus	11	9	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	25
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	7	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	6
Walk/Other	67	53	0	0	688	688	0	0	0	0	0	0	0	0	0	0	0	0	0	0	755	741
Total	200	164	0	0	821	821	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,021	985

Table 3
RWCDS Travel Demand Forecast (Cont'd)

Land Use:	Residential		Residential (Single-Family)		Local Retail		Warehouse		Elementary School		Middle School (Students)		High School (Students)		Elementary School (Parents)		Elementary School (Parents)		School (Staff)		Total Trips	
													AM	PM	AM	PM	AM	PM				
Size/Units:	483 DU		0 DU		39,286 gsf		-8,900 gsf		795 students		398 students		1,027 Parents	0	74 Parents	95	69 Parents	78	339 staff			
Peak Hour Trips:																						
AM	364		0		618		-2		788		394		1,018		146		136		270		3,732	
Midday	220		0		1,032		-2		0		0		0		0		0		0		1,250	
PM	334		0		1,408		-2		788		394		1,018		188		154		270		4,552	
Saturday	364		0		1,642		0		0		0		0		0		0		0		2,006	
Vehicle Trips :																						
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	15	45	0	0	29	27	0	0	7	7	1	1	31	31	0	0	0	0	46	0	129	111
Taxi	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	46	0	48	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	46	46	48	48
School Bus	0	0	0	0	0	0	0	0	21	21	4	4	0	0	0	0	0	0	0	0	25	25
Truck	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Total	15	45	0	0	29	27	0	0	30	30	6	6	31	31	0	0	0	0	92	46	203	185
Midday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	20	20	0	0	47	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	67
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
Total	20	20	0	0	47	47	0	0	1	1	0	0	0	0	0	0	0	0	0	0	68	68
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	33	23	0	0	64	64	0	0	1	1	1	1	31	31	0	0	0	0	0	46	130	166
Taxi	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	46	0	48
Taxi (Balanced)	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	46	46	48	48
School Bus	0	0	0	0	0	0	0	0	20	20	4	4	0	0	0	0	0	0	0	0	24	24
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	33	23	0	0	64	64	0	0	22	22	6	6	31	31	0	0	0	0	46	92	202	238
Saturday	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	32	28	0	0	76	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	104
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	32	28	0	0	76	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108	104

Table 4
Forecast Summary

Peak Hour	Vehicle Trips			Person Trips														
				Auto[1]			Subway			Bus			Walk/Other			Total Pedestrian Trips[2]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	203	185	388	71	29	100	597	125	722	246	24	270	1,163	480	1,643	2,077	658	2,735
MD	68	68	136	40	40	80	60	60	120	17	17	34	467	469	936	584	586	1,170
PM	202	238	440	57	100	157	102	623	725	27	253	280	827	1,601	2,428	1,013	2,577	3,590
SAT	108	104	212	64	63	127	106	92	198	27	25	52	755	741	1,496	952	921	1,873

Notes:
1- Trips en route to/from nearby on-street and off-street parking spaces.
2- Includes walk-only trips and pedestrians en route to/from nearby subway stations, bus stops, and off-site parking spaces.

LEVEL 2 SCREENING ASSESSMENT

Traffic

Project Area Street Network

As shown in **Figure 1** the street network in proximity to the Project Area is comprised of a grid system interrupted by the Brooklyn-Queens Expressway (I-278) northeast of the area. The Project Area is generally bounded by Flushing Avenue to the north, Bedford Avenue to the west, Myrtle Avenue to the south, and Warsoff Place/Sandford Street to the east. **Flushing Avenue** operates as an east-west minor arterial with one moving lane in each direction and parking along both curbs. The corridor serves the B57 bus and is a DOT-designated Local Truck Route. **Bedford Avenue** is a northbound principal arterial with two moving lanes and parking along both curbs. The corridor also includes a bus lane along the eastern curb and a bike lane adjacent to a parking lane along the western curb. Bedford Avenue serves the northbound B44 bus and is a DOT-designated Local Truck Route. **Myrtle Avenue** is an east-west principal arterial with one moving lane in each direction and parking along both curbs. The corridor serves the B54 bus and is a DOT-designated Local Truck Route. **Warsoff Place** is a southbound local street with one moving lane and parking along both curbs. The corridor turns into Sandford Street south of Park Avenue. **Sandford Street** is also a southbound local street with one moving lane and parking along both curbs.

The **Brooklyn-Queens Expressway** (BQE) is a principal arterial interstate that connects Brooklyn to Queens. The expressway connects to several neighborhoods such as Downtown Brooklyn and South Williamsburg in Brooklyn and Long Island City in Queens, as well as major hubs like LaGuardia Airport. The BQE is part of Interstate 278 (I-278) which connects Brooklyn, Queens, Staten Island, Bronx and New Jersey.

Other study area corridors include Nostrand Avenue, Marcy Avenue, Broadway, Dekalb Avenue, and Lafayette Avenue. **Nostrand Avenue** operates as a southbound principal arterial with one moving lane, one bus lane, and parking along both curbs. **Marcy Avenue** operates as a northbound minor arterial with two moving lanes and parking along both curbs. **Broadway** operates as a northwest – southeast minor arterial with one moving lane in each direction and parking along both curbs. The J/M lines operate on elevated tracks above Broadway. **Dekalb Avenue** is a westbound principal arterial with one moving lane, one bike lane, and parking along both curbs. **Lafayette Avenue** is an eastbound principal arterial with

two moving lanes and parking along both curbs. Walworth Street and Spencer Street are also important local corridors within the Project Area.

Traffic Assignment and Analysis Locations

The assignments of auto and taxi trips to the street network in proximity to the Project Area are based on the locations of each Projected Development Sites and the anticipated origins and destinations of vehicle trips associated with the different uses projected for each site under the RWCDS (e.g., commercial, residential, etc.). **Table 5** shows the directional distributions of auto and taxi trips by land use based on origin/destination data. The origins/destinations of residential trips are based on 2012-2016 journey-to-work data, while the origins/destinations of warehouse uses are based on 2012-2016 AASHTO CTPP reverse journey-to-work data. Origin/destination for private school staff are based on staff zip-code data from a June 2024 survey done at the CUTA school in Williamsburg, Brooklyn. Origins/destinations for uses that generate mostly local trips, including local retail and private school (students) are based on population density in proximity to the Project Area and surrounding neighborhoods within a 0.5-mile radius.

Using the distributions shown in **Table 5**, taxi trips and non-resident and non-worker auto trips were first assigned to various portals on the periphery of the Project Area and from there via the most direct route to each Projected Development Sites. Auto trips generated by Project Development Sites 2, 6, 7, 8, 10, and 11 could not accommodate the projected parking demand for residential and staff use. These trips were assigned to two off-street parking facilities within 0.5-mile radius of the Project Area. The first parking facility has a utilization of 80% and the second parking facility has a utilization of 60%. Based on the available capacity for each parking facility, an approximately 60/40 split was implemented between these two parking facilities . Truck trips were first assigned to designated Through and Local truck routes providing access to the Project Area, and then to the most direct paths to and from each site. Truck trips were assigned primarily to the Through Truck Routes along Flushing and Myrtle Avenues.

The site entrances vehicle and pedestrian trips were assigned to/from are listed below:

- Site 1: The general entrance is located on the north curb of Park Avenue between Bedford Avenue and Spencer Street. An additional pedestrian entrance is located on the west curb of Spencer Street between Flushing Avenue and Park Avenue.
- Site 2: The general entrance is located on the east curb of Spencer Street between Flushing Avenue and Park Avenue.
- Site 3: The general entrance is located on the north curb of Park Avenue between Spencer Street and Walworth Street. An additional pedestrian entrance is located on the east curb of Spencer Street between Flushing Avenue and Park Avenue.
- Site 4: The general entrances are located on the west curb of Warsoff Place between Flushing Avenue and Park Avenue and on the north curb of Park Avenue between Walworth Street and Warsoff Place.
- Site 5: The general entrance is located on the south curb of Park Avenue between Walworth Street and Warsoff Place. Additional pedestrian entrances are located on the west curb of Sandford Street between Park Avenue and Myrtle Avenue and on the east curb of Walworth Street between Park Avenue and Myrtle Avenue.
- Site 6: The general entrance is located on the east curb of Walworth Street between Park Avenue and Myrtle Avenue

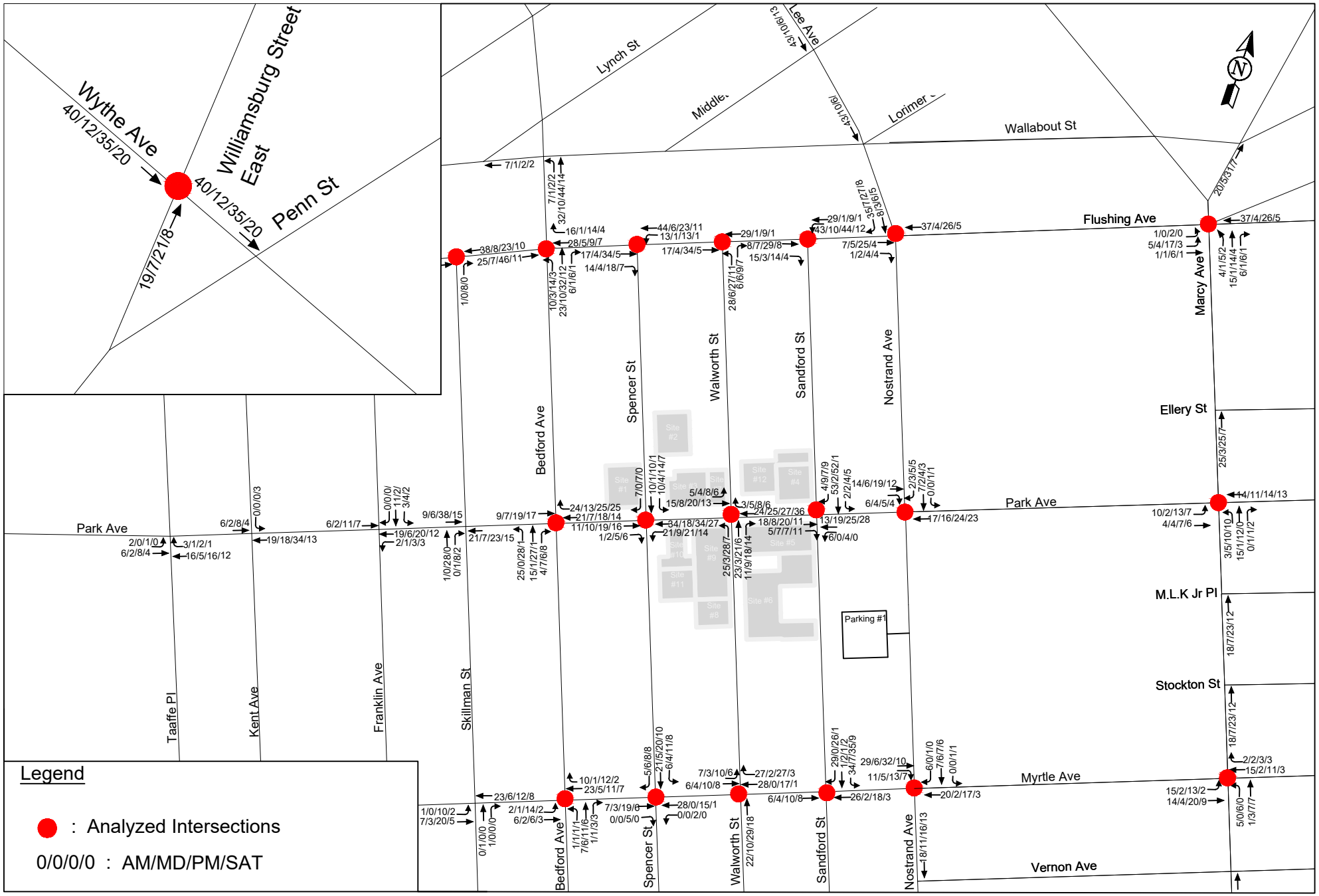
- Site 7: The general entrance is located on the west curb of Walworth Street between Flushing Avenue and Park Avenue. An additional pedestrian entrance is located on the north curb of Park Avenue between Spencer Street and Walworth Street.
- Site 8: The general entrance is located on the west curb of Walworth Street between Park Avenue and Myrtle Avenue.
- Site 9: The general entrances are located on the south curb of Park Avenue between Spencer Street and Walworth Street and on the west curb of Walworth Street between Park Avenue and Myrtle Avenue.
- Site 10: The general entrance is located on the south curb of Park Avenue between Spencer Street and Walworth Street.
- Site 11: The general entrance is located on the east curb of Spencer Street between Park Avenue and Myrtle Avenue.
- Site 12: The general entrance is located on the west curb of Walworth Street between Flushing Avenue and Park Avenue. An additional pedestrian entrance is located on the north curb of Park Avenue between Walworth Street and Sandford Street.

Table 5
Directional Distributions of Auto/Taxi Trips by Land Use

Land Use	Brooklyn				Manhattan	Bronx	Queens	Long Island	Staten Island/N.J	Upstate NY/ CT/PA
	N	S	E	W						
Residential	19.4%	22.7%	6.3%	9.7%	10.9%	0.0%	9.8%	6.7%	9.3%	5.1%
Warehouse	7.5%	41.4%	8.4%	1.3%	0.0%	1.1%	26.0%	4.3%	4.7%	5.4%
School (Staff)	79.0%	3.0%	13.0%	5.0%	---	---	---	---	---	---
Local Retail/School (Students)	39.0%	19.0%	16.0%	26.0%	---	---	---	---	---	---

As discussed above, projected development associated with the Proposed Actions would result in a net incremental increase of 388 vehicle trips during the weekday AM peak hour, 136 during the midday peak hour, 440 during the PM peak hour and 212 during the Saturday peak hour. As these traffic volumes would exceed 50 trips in three peak hours (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), an assignment of net increment traffic volumes was prepared for the AM, midday, PM, and Saturday peak periods to help identify individual intersections that would potentially exceed 50 trips per hour (a Level 2 screening assessment). **Figure 3** shows the assignment of net incremental peak hour vehicle trips from the Proposed Actions' RWCDS at intersections within the traffic study area.

Representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were then selected for detailed analysis based on the preliminary assignments. **Figure 3** shows the locations of the 21 intersections (20 signalized and one unsignalized) that were selected for detailed analysis. Of which 21 intersections were analyzed in the AM peak hour, one intersection in the Midday peak hour, 21 intersections in the PM peak hour, and four intersections in the Saturday peak hour. The majority of analyzed intersections are located along east-west corridors providing direct access to projected development sites, including Flushing Avenue (eight intersections), Park Avenue (six intersections), and Myrtle Avenue (six intersections). These intersections are listed below along with the peak hour in which the 50-vehicle threshold is expected to be exceeded.



Park Avenue Brooklyn Rezoning

Figure 3

Incremental Vehicle Trips

Intersections

1. Flushing Avenue and Franklin Avenue (AM/PM)
2. Flushing Avenue and Skillman Avenue (AM/PM)
3. Flushing Avenue and Bedford Avenue (AM/PM)
4. Flushing Avenue and Spencer Street (AM/PM)
5. Flushing Avenue and Walworth Street (AM/PM)
6. Flushing Avenue and Warsoff Place (AM/PM)
7. Flushing Avenue and Nostrand Avenue (AM/PM)
8. Park Avenue and Bedford Avenue (AM/PM/SAT)
9. Park Avenue and Spencer Street (AM/PM/SAT)
10. Park Avenue and Walworth Street (AM/MD/PM/SAT)
11. Park Avenue and Sanford Street (AM/PM/SAT)
12. Park Avenue and Nostrand Avenue (AM/PM)
13. Myrtle Avenue and Bedford Avenue (AM/PM)
14. Myrtle Avenue and Spencer Street (AM/PM)
15. Myrtle Avenue and Walworth Street (AM/PM)
16. Myrtle Avenue and Sanford Street (AM/PM)
17. Myrtle Avenue and Nostrand Avenue (AM/PM)
18. Myrtle Avenue and Marcy Avenue (AM/PM)
19. Flushing Avenue and Marcy Avenue/Union Avenue (AM/PM)
20. Park Avenue and Marcy Avenue (AM/PM)
21. Williamsburg Street East and Wythe Avenue (AM/PM)

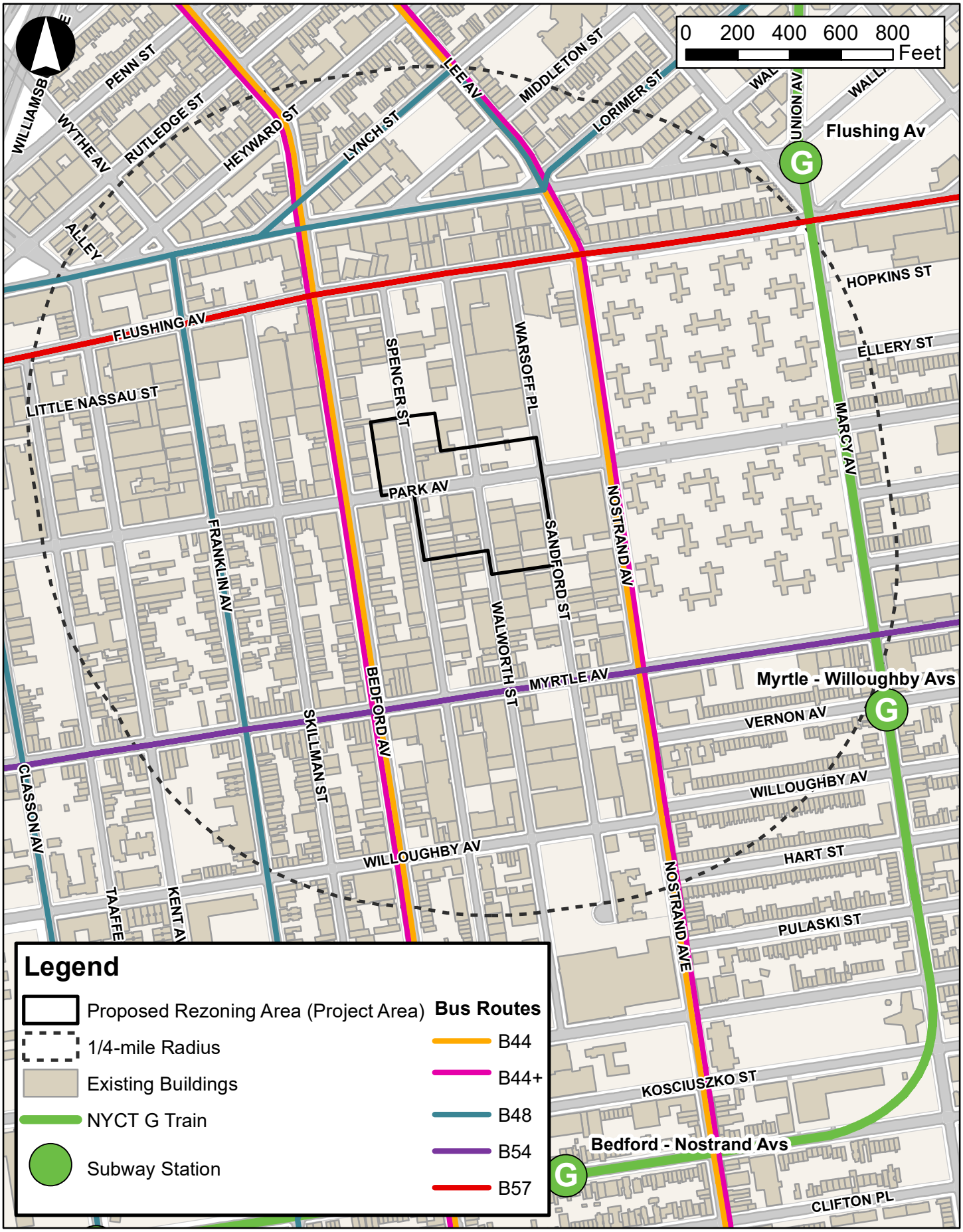
Subway

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

Subway Stations

There are a total of three NYCT subway stations or station complexes in proximity to Projected Development Sites that are expected to experience new demand as a result of the Proposed Actions. These stations are shown in **Figure 4** and **Table 6**, along with the subway routes serving each facility. As shown in **Figure 4**, the G train has three stations just outside the ¼-mile radius northeast, southeast, and south of the Project Area. These include the Flushing Avenue, Myrtle – Willoughby Avenue, and Bedford-Nostrand Avenue Stations. The G train connects Long Island City, Queens and Kensington, Brooklyn. The G train provides connections to the E, M, and 7 trains at Court Square on the northernmost point of the line, to the L train at Metropolitan Avenue north of the Project Area, to the A and C trains at Hoyt-Schermerhorn Streets, and finally to the R train at Fourth Avenue. The G train also runs together with the F train between Bergen Street and Church Avenue.

Figure 4
Transit Map



Subway Assignment and Analyzed Stations

As shown in **Table 3**, under the RWCDS, the Proposed Actions would generate a net increment of approximately 722 and 725 subway trips during the weekday AM and PM commuter peak hours, respectively. Trips from each Projected Development Site were assigned to the individual stations serving the Project Area based on proximity and consideration to the existing ridership patterns. **Table 6** shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations serving the Project Area. As shown in **Table 6**, the highest number of peak hour subway trips are expected to occur at the Flushing Avenue station which would experience approximately 397 incremental trips (in + out combined) in the AM peak hour and 398 in the PM peak hour. The second highest number of trips would occur at the Myrtle – Willoughby Avenue station which would experience an estimated 218 incremental trips in the AM peak hour and 219 in the PM. The Bedford – Nostrand Avenue station would experience 106 incremental trips in the AM peak hour and 107 in the PM peak hour.

Table 6
Net Incremental Peak Hour Subway Trips by Station

Subway Station	AM Peak Hour Trips			PM Peak Hour Trips		
	Into Project	Out of Project	Total	Into Project	Out of Project	Total
Project Summary						
Peak Hour Project-Generated Trips:	2,077	658	2,735	1,013	2,577	3,590
Peak Hour Project-Generated Subway Trips:	597	125	722	102	623	725
Subway Station Summary						
Flushing Avenue (G)	328	67	395	57	341	399
Myrtle -Willoughby Avenue (G)	180	38	218	31	188	218
Bedford – Nostrand Avenue (G)	89	20	109	14	94	108
Total	**597**	**125**	**722**	**102**	**623**	**725**

The analysis of subway station conditions focuses on two subway stations at which incremental demand from the Proposed Actions is expected to exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or both peak hours. As shown in **Table 6**, these subway stations include:

- Flushing Avenue (G)
- Myrtle – Willoughby Avenue (G)

For each of these facilities, key circulation elements (e.g., street stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions will be analyzed.

Subway Line Haul

As discussed above, the Project Area is served by one NYCT subway route, the G train. As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on this route, an analysis of subway line haul conditions will be included in the EIS. The analysis will use existing maximum load point subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the peak load points of the respective subway lines during the weekday AM and PM peak hours.

Bus

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

Bus Routes

As shown in **Figure 4**, a total of approximately five local bus services, all of which are operated by NYCT, are located within approximately ¼-mile of Projected Development Sites. These services and the principal corridors on which they operate in proximity to the Project Area are listed in **Table 7**.

Table 7
Bus Routes Serving the Project Area

Route	Operating Agency	Route Endpoints	Corridors Served in Proximity to the Rezoning Area
B44 Local	NYCT	Williamsburg – Sheepshead Bay	Nostrand/Bedford Avenues
B44 SBS	NYCT	Williamsburg – Sheepshead Bay	Nostrand/Bedford Avenues
B48	NYCT	Greenpoint – Prospect Leffert Gardens	Franklin/Classon Avenues
B54	NYCT	Downtown Brooklyn – Ridgewood, Queens	Myrtle Avenue
B57	NYCT	Red Hook – Maspeth, Queens	Flushing Avenue

Bus Assignment and Analyzed Routes

As shown in **Table 3**, Projected Development Sites are expected to generate a net total of approximately 270 and 280 incremental trips by bus during the weekday AM and PM peak hours, respectively. These local bus trips were assigned to each route based on proximity to individual projected development sites and current ridership patterns. **Table 8** shows the anticipated numbers of new riders expected on each local bus route in the AM and PM peak hours. As shown in **Table 8**, the B44-SBS route in the northbound and southbound directions is expected to experience 50 or more new trips in the AM and PM peak hours, respectively. Therefore, an analysis of bus line haul conditions will be included in the EIS. The analysis will use existing maximum load point bus service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the peak load points of the bus route during the weekday AM and PM peak hours.

Table 8
Net Incremental Bus Trips by Route

Route	Direction	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
B44	NB	36	2	38	4	24	28
	SB	23	3	26	3	36	39
B44 SBS	NB	58	4	**62**	6	39	45
	SB	38	6	44	4	59	**63**
B48	NB	13	1	14	1	3	4
	SB	3	1	4	0	14	14
B54	EB	17	2	19	2	26	28
	WB	25	2	27	3	17	20
B57	EB	10	2	12	2	24	26
	WB	23	1	24	2	11	13
Total		246	24	270	27	253	280

Notes:
Bold - denotes greater than 50 incremental trips per direction.

Pedestrians

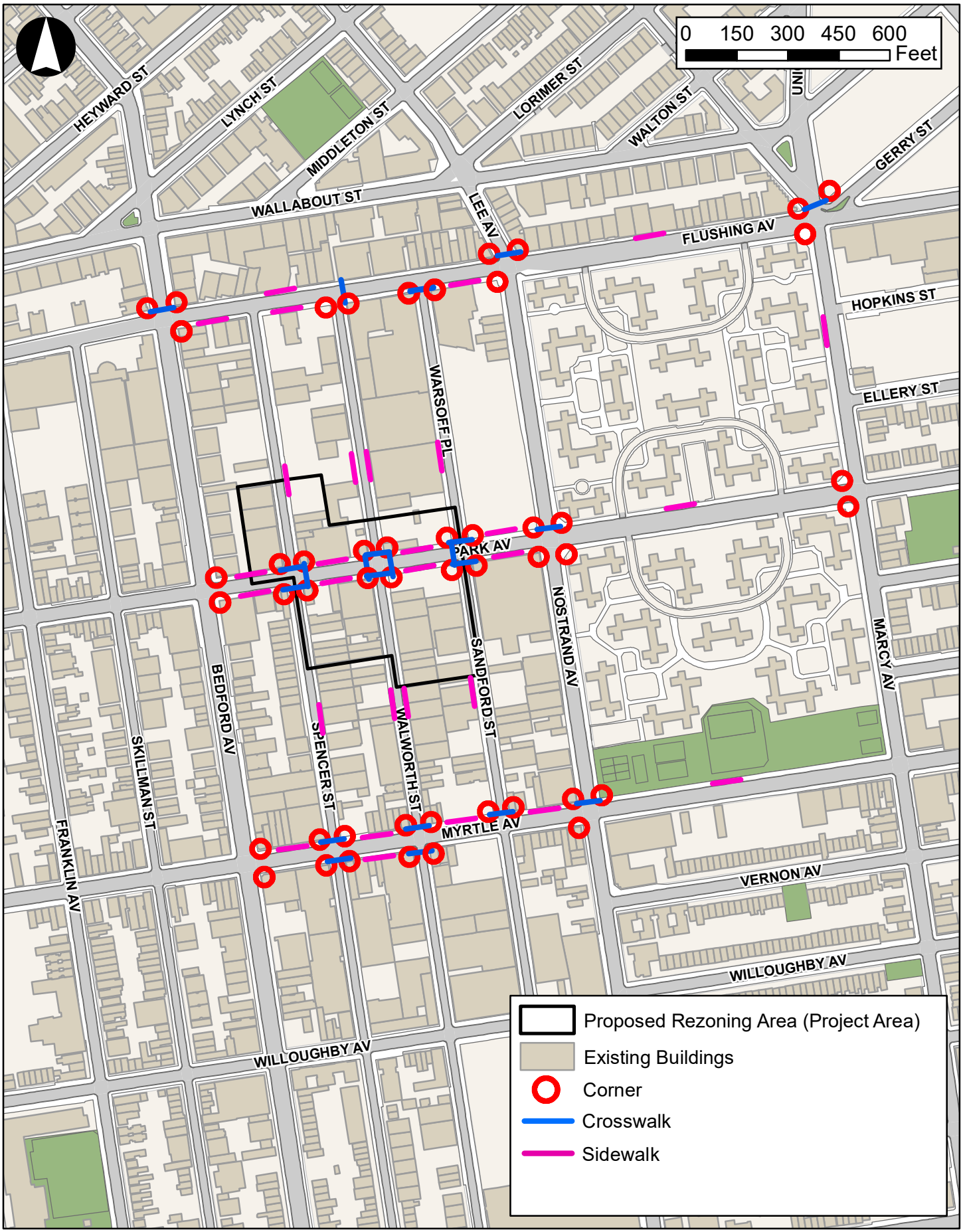
Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area or crosswalk. As shown in **Table 4**, the Proposed Actions are expected to generate approximately 1,643 walk-only trips in the weekday AM peak hour, 936 in the midday peak hour, 2,428 in the PM peak hour, and 1,496 in the Saturday peak hour. Persons en route to and from subway station entrances and bus stops and persons en route to and from nearby parking facilities would add approximately 1,092, 234, 1,162, and 377 additional pedestrian trips to rezoning area sidewalks and crosswalks during these same periods, respectively. In total, the Proposed Actions are expected to generate approximately 2,735 total pedestrian trips in the weekday AM peak hour, 1,170 in the midday peak hour, 3,590 in the PM peak hour, and 1,873 in the Saturday peak hour.

In the weekday AM and PM peak hours, action-generated pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to Projected Development Sites as well as along corridors connecting these sites to area subway station entrances. In the midday and Saturday peak hours, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands. Given the numbers of incremental pedestrian trips that would be generated, a detailed analysis of pedestrian conditions under both scenarios is warranted. Representative pedestrian elements most likely to be used by concentrations of action-generated pedestrian trips traveling to and from the Projected Development Sites are selected for detailed analysis based on an assignment.

Based on the assignment of incremental peak hour pedestrian trips, a total of 99 pedestrian elements (29 sidewalks, 48 corner areas and 22 crosswalks) are expected to experience a net increase of 200 or more trips in one or more peak hours. Given the relatively large numbers of pedestrian trips that would be generated by the Proposed Actions and the assignment, a quantitative pedestrian analysis will be provided in the EIS for these 99 elements. As shown in **Figure 5**, these analysis locations include a total of sidewalks, corner areas and crosswalks where new pedestrian demand would be most concentrated and most likely to result in significant adverse impacts. The specific peak hours for analysis will be

Figure 5

Pedestrian Analysis Locations



determined based on pedestrian counts that will be conducted in proximity to the Project Area as part of the data collection program for the EIS transportation analyses.

Sidewalks

1. North Sidewalk along Flushing Ave between Bedford Ave and Lee Ave
2. South Sidewalk along Flushing Ave between Bedford Ave and Spencer St
3. North Sidewalk along Park Ave between Bedford Ave and Spencer St
4. South Sidewalk along Park Ave between Bedford Ave and Spencer St
5. North Sidewalk along Myrtle Ave between Bedford Ave and Spencer St
6. East Sidewalk along Spencer St between Flushing Ave and Parking Ave
7. South Sidewalk along Flushing Ave between Spencer St and Walworth St
8. North Sidewalk along Park Ave between Spencer St and Walworth St
9. East Sidewalk along Spencer St between Park Ave and Myrtle Ave
10. South Sidewalk along Park Ave between Spencer St and Walworth St
11. North Sidewalk along Myrtle Ave between Spencer St and Walworth St
12. South Sidewalk along Myrtle Ave between Spencer St and Walworth St
13. East Sidewalk along Walworth St between Flushing Ave and Park Ave
14. West Sidewalk along Walworth St between Flushing Ave and Park Ave
15. North Sidewalk along Park Ave between Walworth St and Warsoff Pl
16. East Sidewalk along Walworth St between Park Ave and Myrtle Ave
17. South Sidewalk along Park Ave between Walworth St and Warsoff Pl
18. West Sidewalk along Walworth St between Park Ave and Myrtle Ave
19. North Sidewalk along Myrtle Ave between Walworth St and Sanford St
20. South Sidewalk along Flushing St between Warsoff Pl and Nostrand Ave
21. West Sidewalk along Warsoff Pl between Flushing Ave and Park Ave
22. North Sidewalk along Park Ave between Warsoff Pl and Nostrand Ave
23. South Sidewalk along Park Ave between Warsoff Pl and Nostrand Ave
24. West Sidewalk along Sandford St between Park Ave and Myrtle Ave
25. North Sidewalk along Myrtle Ave between Sandford St and Nostrand Ave
26. North Sidewalk along Flushing Ave between Lee Ave and Marcy Ave
27. North Sidewalk along Park Ave between Nostrand Ave and Marcy Ave
28. North Sidewalk along Myrtle Ave between Nostrand Ave and Marcy Ave
29. West Sidewalk along Marcy Ave between Flushing Ave and Park Ave

Crosswalks

1. North crosswalk of Flushing Avenue and Bedford Avenue
2. East crosswalk of Flushing Avenue and Walworth Street
3. North crosswalk of Park Avenue and Spencer Street
4. South crosswalk of Park Avenue and Spencer Street
5. East crosswalk of Park Avenue and Spencer Street
6. North crosswalk of Park Avenue and Walworth Street
7. South crosswalk of Park Avenue and Walworth Street
8. East crosswalk of Park Avenue and Walworth Street

9. West crosswalk of Park Avenue and Walworth Street
10. North crosswalk of Park Avenue and Warsoff Place/Sandford Street
11. South crosswalk of Park Avenue and Warsoff Place/ Sandford Street
12. West crosswalk of Park Avenue and Warsoff Place/ Sandford Street
13. North crosswalk of Park Avenue and Nostrand Avenue
14. North crosswalk of Myrtle Avenue and Spencer Street
15. South crosswalk of Myrtle Avenue and Spencer Street
16. North crosswalk of Myrtle Avenue and Walworth Street
17. South crosswalk of Myrtle Avenue and Walworth Street
18. North crosswalk of Myrtle Avenue and Sandford Street
19. North crosswalk of Myrtle Avenue and Nostrand Avenue
20. South crosswalk of Warsoff Place and Flushing Avenue
21. North crosswalk of Nostrand Avenue and Flushing Avenue
22. North crosswalk of Marcy Avenue and Flushing Avenue

Corner Areas

1. Northeast corner of Bedford Ave and Flushing Ave
2. Southeast corner of Bedford Ave and Flushing Ave
3. Northwest corner of Bedford Ave and Flushing Ave
4. Northeast corner of Bedford Ave and Park Ave
5. Southeast corner of Bedford Ave and Park Ave
6. Northeast corner of Bedford Ave and Myrtle Ave
7. Southeast corner of Bedford Ave and Myrtle Ave
8. Northeast corner of Spencer St and Park Ave
9. Southeast corner of Spencer St and Park Ave
10. Southwest corner of Spencer St and Park Ave
11. Northwest corner of Spencer St and Park Ave
12. Northeast corner of Spencer St and Myrtle Ave
13. Southeast corner of Spencer St and Myrtle Ave
14. Southwest corner of Spencer St and Myrtle Ave
15. Northwest corner of Spencer St and Myrtle Ave
16. Southeast corner of Walworth St and Flushing Ave
17. Southwest corner of Walworth St and Flushing Ave
18. Northeast corner of Walworth St and Park Ave
19. Southeast corner of Walworth St and Park Ave
20. Southwest corner of Walworth St and Park Ave
21. Northwest corner of Walworth St and Park Ave
22. Northeast corner of Walworth St and Myrtle Ave
23. Southeast corner of Walworth St and Myrtle Ave
24. Southwest corner of Walworth St and Myrtle Ave
25. Northwest corner of Walworth St and Myrtle Ave
26. Southeast corner of Warsoff Pl and Flushing Ave
27. Southwest corner of Warsoff Pl and Flushing Ave
28. Northeast corner of Warsoff Pl and Park Ave

29. Southeast corner of Warsoff Pl and Park Ave
30. Southwest corner of Warsoff Pl and Park Ave
31. Northwest corner of Warsoff Pl and Park Ave
32. Northeast corner of Sandford St and Myrtle Ave
33. Northwest corner of Sandford St and Myrtle Ave
34. Northeast corner of Nostrand Ave and Flushing Ave
35. Southwest corner of Nostrand Ave and Flushing Ave
36. Northwest corner of Nostrand Ave and Flushing Ave
37. Northeast corner of Nostrand Ave and Park Ave
38. Southeast corner of Nostrand Ave and Park Ave
39. Southwest corner of Nostrand Ave and Park Ave
40. Northwest corner of Nostrand Ave and Park Ave
41. Northeast corner of Nostrand Ave and Myrtle Ave
42. Southwest corner of Nostrand Ave and Myrtle Ave
43. Northwest corner of Nostrand Ave and Myrtle Ave
44. Northeast corner of Marcy Ave and Flushing Ave
45. Southwest corner of Marcy Ave and Flushing Ave
46. Northwest corner of Marcy Ave and Flushing Ave
47. Southwest corner of Marcy Ave and Park Ave
48. Northwest corner of Marcy Ave and Park Ave

Parking

Parking demand from commercial and retail uses typically peaks in the weekday midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks during the overnight period.

A parking demand forecast was prepared to determine if the proposed spaces of on-site accessory parking in the Project Area would be sufficient to accommodate all of the projected demand. The forecast of parking demand generated by the residential component of the Proposed Actions' RWCDS is based on 2015-2019 ACS data on average vehicles per household for Brooklyn Census Tracts 191, 235, 241, 255, 531, 537 and 1237 which encompass the Project Area. Parking demands from all other uses will be derived from the forecasts of daily auto trips from these uses.

As shown in **Tables 9** and **10**, it is expected that the parking demand generated by the Proposed Actions would peak at approximately 172 and 161 spaces during the early morning periods before 8 AM during the weekday and 6AM on Saturday, respectively. The Proposed Actions would also generate a parking demand of approximately 143 spaces in the weekday and Saturday overnight periods. As there would be 151 on-site parking spaces on Projected Development Sites and the total increase in parking demand under the Proposed Actions would be greater than the parking spaces provided on-site, excess demand would seek parking availability within a quarter-mile radius of the Project Area. This is addressed in the EIS.

Table 9

With-Action Weekday Parking Accumulation Forecast

Time	Local Retail			Residential			High School Staff			Medical Office			Total Demand		
	In	Out	ACCU.	In	Out	ACCU.	In	Out	ACCU.	In	Out	ACCU.	In	Out	ACCU.
						143									143
12-1 AM	0	0	0	6	0	149	0	0	0	0	0	0	6	0	149
1-2	0	0	0	0	0	149	0	0	0	0	0	0	0	0	149
2-3	0	0	0	0	0	149	0	0	0	0	0	0	0	0	149
3-4	0	0	0	0	0	149	0	0	0	0	0	0	0	0	149
4-5	0	0	0	0	0	149	0	0	0	0	0	0	0	0	149
5-6	0	0	0	0	5	144	0	0	0	0	0	0	0	5	144
6-7	0	0	0	2	11	135	6	0	6	0	0	0	8	11	141
7-8	18	17	1	7	25	117	47	0	53	2	1	1	74	43	**172**
8-9	35	34	2	15	45	87	6	0	59	6	2	5	62	81	153
9-10	60	57	5	10	24	73	0	0	59	9	5	9	79	86	146
10-11	72	63	14	10	16	67	0	0	59	9	8	10	91	87	150
11-12	73	72	15	13	16	64	0	0	59	6	7	9	92	95	147
12-1 PM	88	84	19	18	18	64	0	0	59	6	7	8	112	109	150
1-2	96	96	19	17	18	63	0	0	59	7	6	9	120	120	150
2-3	102	98	23	16	15	64	0	0	59	7	7	9	125	120	155
3-4	106	101	28	20	16	68	0	6	53	5	6	8	131	129	157
4-5	103	108	23	21	16	73	0	47	6	4	7	5	128	178	107
5-6	113	112	24	24	16	81	0	6	0	2	4	3	139	138	108
6-7	131	131	24	32	23	90	0	0	0	1	2	2	164	156	116
7-8	90	102	12	28	17	101	0	0	0	0	1	1	118	120	114
8-9	62	65	9	24	13	112	0	0	0	0	1	0	86	79	121
9-10	38	42	5	22	11	123	0	0	0	0	0	0	60	53	128
10-11	17	18	4	17	6	134	0	0	0	0	0	0	34	24	138
11-12	9	13	0	12	3	143	0	0	0	0	0	0	21	16	143

Notes: Pattern based on data from NYCDOT

Assumes 0.31 auto/DU based on 2015-2019 ACS 5 years detail auto-ownership data for Project Area

Table 10

With-Action Saturday Parking Accumulation Forecast

Time	Local Retail			Residential			High School Staff			Medical Office			Total Demand		
	In	Out	ACCU.	In	Out	ACCU.	In	Out	ACCU.	In	Out	ACCU.	In	Out	ACCU.
						143									143
12-1 AM	0	0	0	11	7	147	0	0	0	0	0	0	11	7	147
1-2	0	0	0	7	3	151	0	0	0	0	0	0	7	3	151
2-3	0	0	0	6	0	157	0	0	0	0	0	0	6	0	157
3-4	0	0	0	3	0	160	0	0	0	0	0	0	3	0	160
4-5	0	0	0	1	0	161	0	0	0	0	0	0	1	0	**161**
5-6	0	0	0	0	0	161	0	0	0	0	0	0	0	0	**161**
6-7	0	0	0	0	3	158	0	0	0	0	0	0	0	3	158
7-8	7	5	2	4	10	152	0	0	0	1	0	1	12	15	155
8-9	25	23	4	7	16	143	0	0	0	4	1	4	36	40	151
9-10	52	42	14	11	23	131	0	0	0	4	3	5	67	68	150
10-11	73	71	16	15	23	123	0	0	0	6	5	6	94	99	145
11-12	90	87	19	17	24	116	0	0	0	4	5	5	111	116	140
12-1 PM	100	100	19	21	26	111	0	0	0	3	4	4	124	130	134
1-2	109	107	21	21	23	109	0	0	0	3	3	4	133	133	134
2-3	126	125	22	23	23	109	0	0	0	3	4	3	152	152	134
3-4	124	124	22	23	23	109	0	0	0	2	2	3	149	149	134
4-5	126	126	22	25	22	112	0	0	0	1	2	2	152	150	136
5-6	155	155	22	33	28	117	0	0	0	1	2	1	189	185	140
6-7	102	107	17	25	21	121	0	0	0	0	1	0	127	129	138
7-8	83	90	10	23	18	126	0	0	0	0	0	0	106	108	136
8-9	64	62	12	22	18	130	0	0	0	0	0	0	86	80	142
9-10	50	55	7	20	15	135	0	0	0	0	0	0	70	70	142
10-11	18	24	1	16	13	138	0	0	0	0	0	0	34	37	139
11-12	15	16	0	15	10	143	0	0	0	0	0	0	30	26	143

Notes: Pattern based on data from NYCDOT

Assumes 0.31 auto/DU based on 2015-2019 ACS 5 years detail auto-ownership data for Project Area

USER STREET SAFETY

Under *CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within traffic and pedestrian study areas that have been identified as high crash locations These are defined as locations along a Vision Zero priority intersection or locations where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. In addition, any location along a Vision Zero priority corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available should be identified as a high crash location. For these locations, crash trends will be identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips.

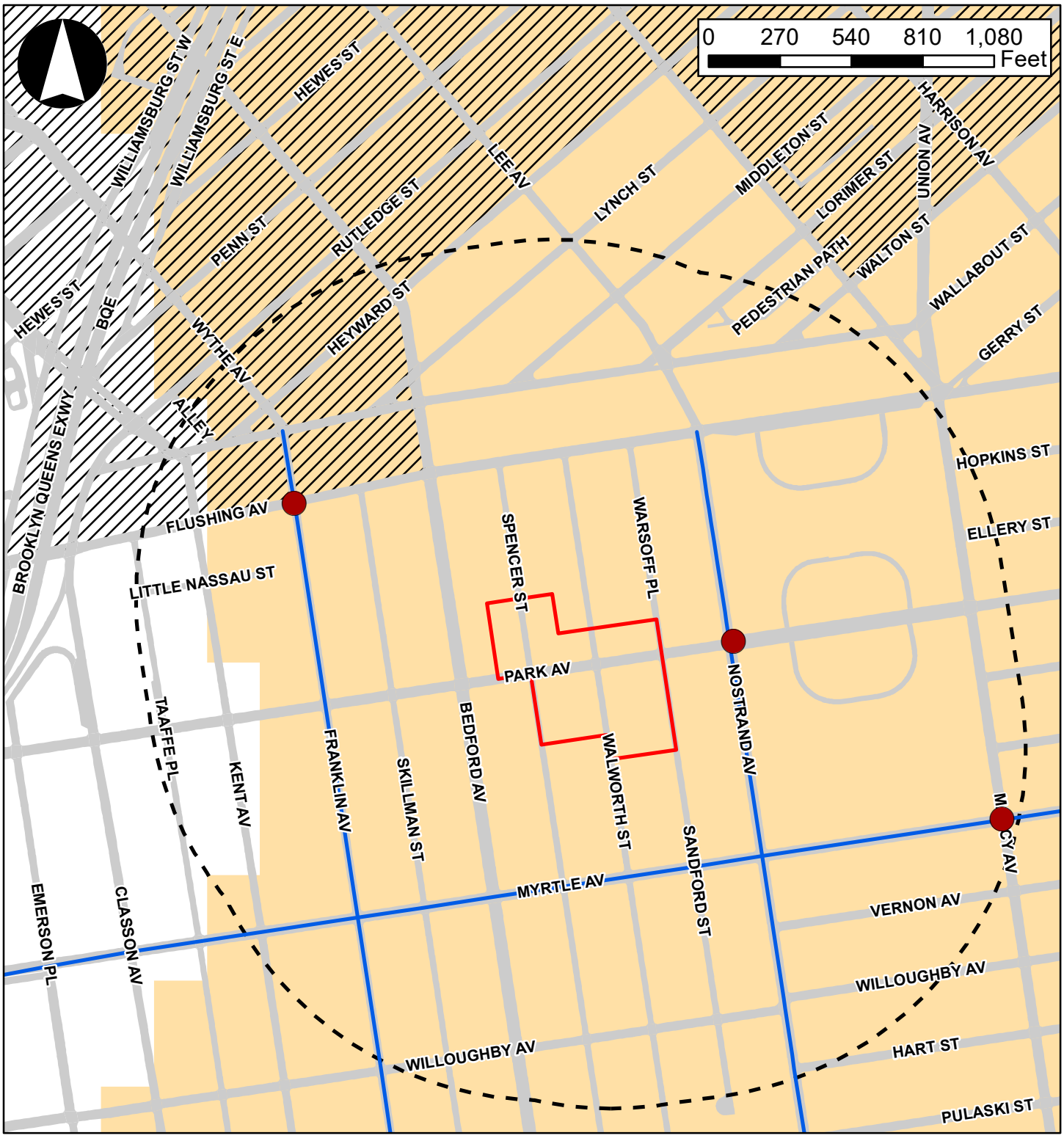
Vision Zero Brooklyn Pedestrian Safety Action Plan

Consistent with the city's Vision Zero initiative, the *Vision Zero Brooklyn Pedestrian Safety Action Plan* was released in 2015 and updated in 2019. The plan identifies a series of engineering/planning, enforcement, and education/awareness campaign strategies to enhance pedestrian safety along the borough's Priority Corridors and Priority Intersections. These strategies include measures such as reducing the speed limit to 25 miles per hour, expanding exclusive pedestrian crossing time, installing additional lighting around key transit stops, expanding the bicycle network, prioritizing targeted enforcement and deploying speed cameras, and targeting intensive street-level outreach. As shown in **Figure 6**, within a ¼-mile of the Project Area, the plan identifies Nostrand Avenue, Franklin Avenue, and Myrtle Avenue as "Priority Corridors." No intersections were identified as Priority Intersections within the study area. However, the Project Area is located within a Priority Area and a small northern portion is identified as a Senior Pedestrian Focus Area (refer to **Figure 6**).

Crash Data

Table 11 shows the crash data summary for the three-year reporting period between January 1, 2019 and December 31, 2019 and January 1, 2023 and December 31, 2024 that were obtained from NYCDOT. This is the most recent three-year period for which data are available. The data obtained quantify the total number of reportable crashes (crashes involving a fatality, injury, or more than $1,000 in property damage), as well as a yearly breakdown of fatalities, injuries, and vehicular crashes involving pedestrians and bicycles at each location. **Table 11** summarizes the crash data for each intersection within the quarter-mile study area during the study period, including a breakdown of pedestrian and bicycle crashes by year.

During the three-year period, a total of 820 reportable and non-reportable crashes, four fatalities, 325 total injuries, and 102 pedestrian/bicyclist injury crashes occurred at intersections within the quarter-mile study area. As shown in **Table 11**, five high crash locations were identified as they are along a Priority Corridor and have experienced a total of three or more pedestrian/bicyclist injury crashes. For selected high crash locations that are also analysis locations, crash trends will be identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips.



Legend

- Proposed Rezoning Area
- 1/4-Mile Radius
- Selected High-Crash Locations
- Vision Zero Priority Corridors
- Vision Zero Priority Area
- Safe Streets for Seniors Priority Area

Table 11
Crash Data Summary 2019, 2023, and 2024

Intersection		Pedestrian Injury Crashes			Bicycle Injury Crashes			Total Pedestrian/ Bicyclist Injury Crashes			Total Crashes (Reportable + Non-Reportable)		
		2019	2023	2024	2019	2023	2024	2019	2023	2024	2019	2023	2024
Franklin Avenue	Willoughby Avenue	0	0	0	0	0	1	0	0	1	2	3	3
	Myrtle Avenue	1	1	0	1	1	1	2	2	1	7	6	5
	Flushing Avenue	3	1	0	0	0	2	**3**	1	2	13	9	7
	Park Avenue	1	0	0	0	1	0	1	1	0	7	7	5
	Wythe Avenue	3	1	1	0	0	0	**3**	1	1	6	3	3
Park Avenue	Taaffe Place	0	0	0	0	0	0	0	0	0	5	2	4
	Kent Avenue	0	0	0	0	1	0	0	1	0	8	8	3
	Skillman Street	0	0	0	0	0	0	0	0	0	1	2	2
	Bedford Avenue	0	2	0	0	1	0	0	3	0	12	17	13
	Spencer Street	1	1	0	0	1	0	1	2	0	6	4	1
	Walworth Street	0	2	0	1	0	0	1	2	0	6	8	3
	Warsoff Place	0	0	0	0	0	0	0	0	0	5	1	1
	Nostrand Avenue	1	0	2	0	0	0	1	0	2	17	9	7
	Marcy Avenue	0	0	1	0	1	0	0	1	1	10	4	5
Kent Avenue	Myrtle Avenue	0	2	0	0	0	0	0	2	0	5	6	2
	Flushing Avenue	0	1	0	0	0	1	0	1	1	18	6	5
	Wallabout Street	0	0	1	1	0	0	1	0	1	14	1	3
	Little Nassau Street	0	0	0	0	0	0	0	0	0	3	1	1
Taaffe Place	Little Nassau Street	0	0	0	0	0	0	0	0	0	3	0	1
Flushing Avenue	Skillman Street	1	1	0	0	0	0	1	1	0	6	2	4
	Bedford Avenue	1	2	1	0	1	0	1	3	1	16	16	10
	Spencer Street	0	0	0	0	0	1	0	0	1	4	0	2
	Walworth Street	0	0	0	0	0	0	0	0	0	7	5	2
	Warsoff Place	0	0	1	0	0	1	0	0	2	3	0	3
	Nostrand Avenue	0	1	0	0	2	1	0	**3**	1	16	12	10
	Union Avenue	0	3	1	0	1	1	0	4	2	4	16	8
	Gerry Street	0	1	0	0	0	0	0	1	0	1	2	1
Wallabout Street	Heyward Street	0	0	0	0	0	0	0	0	0	5	0	1
	Lynch Street	0	0	0	0	0	0	0	0	0	1	0	2
	Bedford Avenue	1	2	1	0	0	0	1	2	1	10	6	5
	Walton Street	0	0	0	0	0	0	0	0	0	0	1	0
	Lee Avenue	0	0	0	0	0	0	0	0	0	7	2	2
Wythe Avenue	Heyward Street	0	0	0	0	0	1	0	0	1	4	0	3
Willoughby Avenue	Skillman Street	0	1	0	0	1	0	0	2	0	2	5	1
	Bedford Avenue	0	0	0	1	2	0	1	2	0	6	5	3
	Spencer Street	0	0	0	0	0	0	0	0	0	6	7	3
	Walworth Street	0	0	0	1	0	1	1	0	1	6	4	6
	Sandford Street	0	0	0	0	0	0	0	0	0	2	2	2
	Nostrand Avenue	0	0	2	1	0	1	1	0	**3**	11	6	6
Myrtle Avenue	Skillman Street	0	0	1	0	0	0	0	0	1	1	4	6
	Bedford Avenue	0	1	0	0	1	0	0	2	0	16	10	9
	Spencer Street	0	0	0	0	0	0	0	0	0	5	6	3
	Walworth Street	0	1	0	0	0	0	0	1	0	8	3	4
	Sandford Street	0	1	0	0	1	0	0	2	0	8	5	1
	Nostrand Avenue	1	2	1	1	0	0	2	2	1	26	15	11
	Marcy Avenue	1	1	1	1	0	2	2	1	**3**	12	9	10
Bedford Avenue	Heyward Street	0	0	0	0	0	0	0	0	0	2	0	2
	Lynch Street	0	0	1	0	0	0	0	0	1	10	1	2
Nostrand Avenue	Hart Street	1	0	0	0	2	0	1	2	0	6	3	2
Marcy Avenue	Stockton Street	0	1	0	0	1	0	0	2	0	5	3	0
	Ellery Street	0	0	2	0	0	0	0	0	2	4	2	3
	Martin Luther King Jr	0	0	0	0	0	0	0	0	0	0	1	1

Note: Shading indicates locations with more than 3 crashes per year

Appendix 2

Air Quality Analysis Methodology Memorandum

Environmental, Planning, and Engineering Consultants
440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
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www.akrf.com

Memorandum

To:	New York City Department of City Planning
From:	Henry Kearney, AKRF, Inc.
Date:	April 26, 2024
Re:	Park Avenue Rezoning EAS – Air Quality Analysis Methodology
cc:	Abir Sabet, Philip Habib & Associates

The purpose of this memorandum is to describe the air quality analysis approach for the Park Avenue Rezoning Environmental Assessment (EAS). A total of 14 development sites (12 projected and 2 potential) have been identified in the proposed rezoning area (the "Project Area"). Under the reasonable worst case development scenario (RWCDS) for the Proposed Actions, the total development expected to occur on the 12 projected development sites under the With Action condition would consist of residential, community facility and local retail uses, as well as parking. The analysis year is 2030. In addition, there are industrial sources in the area that are assumed to be active and may need to be analyzed for their potential impacts to future residents of the Project Area.

This memorandum presents a summary of the methodology and assumptions to be used for the both the mobile and stationary source air quality analyses of the Proposed Actions.

MOBILE SOURCE ANALYSIS

INTERSECTION SELECTION

The mobile source analysis will evaluate the Proposed Actions for potential impacts from carbon monoxide (CO) and fine particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) due to vehicular traffic anticipated to be generated by the Proposed Actions. Based on a preliminary review of the study area roadway configuration, and the Level 2 traffic screening presented in the Draft Transportation Planning Factors and Travel Demand Forecast Memorandum, it is anticipated that projected vehicle trips generated by the Proposed Actions will not exceed the CO threshold of 170 vehicles in a peak hour at intersections in the study area. The EAS back-up will include a screening worksheet to summarize the results and to confirm that a detailed analysis of CO is not required. For $PM_{2.5}$, the screening procedure outlined in the 2021 *CEQR Technical Manual* is based on determining whether the projected number of vehicles trips at an intersection exceeds thresholds based on heavy-duty diesel vehicle (HDDV) equivalents. The thresholds are as follows:

- 12 or more HDDV for paved roads with average daily traffic fewer than 5,000 vehicles;
- 19 or more HDDV for collector roads;
- 23 or more HDDV for principal and minor arterials; or

- 23 or more HDDV for expressways and limited access roads.

The worksheet referenced in Section 201 of the *CEQR Technical Manual* will be utilized to calculate the equivalent number of HDDV equivalents at intersections in the traffic study area. The worksheet uses vehicle classification information based on the traffic data collected for the project and assigns these classifications to vehicle categories using a table referenced in the *CEQR Technical Manual*[1]. Roadway classifications will be determined by corridor at each intersection, based on NYCDOT functional class criteria and With Action traffic volumes.

Intersections exceeding the PM mobile source screening thresholds will be considered for analysis. Selection of specific intersections for analysis will depend on the baseline and No Action traffic conditions along with the vehicular trip generation and distribution under the Proposed Actions. It is anticipated that one intersection will be analyzed for $PM_{2.5}$, at the location where the greatest number of project-generated trips are predicted, based on the number of equivalent heavy-duty trucks as determined using the worksheet referenced in the *CEQR Technical Manual*.

DISPERSION MODELING

Potential impacts from the Proposed Actions' mobile sources will be predicted using the American Meteorological Society/EPA Regulated Model (AERMOD) Version 23132.[2] AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources (including point, area, and volume sources). AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain, including updated treatments of the boundary layer theory, understanding of turbulence and dispersion, and includes handling of terrain interactions. AERMOD is a recommended model for transportation air quality analyses, and EPA mandated its use for transportation conformity purposes after a three-year transition period.[3]

The analysis will be performed using a line source representation of emission sources in order to simulate traffic-related air pollutant dispersion, as per EPA guidance.[4] In addition, the weighted average release height and initial vertical source parameters will be calculated for each modeled roadway.

For the $PM_{2.5}$ analysis, 24-hour traffic volumes will be estimated using peak hour volumes as a baseline to determine volumes throughout the day. Off-peak traffic volumes will be determined by adjusting the peak period volumes by the 24-hour distributions from available traffic data at appropriate locations.

METEOROLOGY

The AERMOD model includes the modeling of hourly concentrations based on hourly traffic data and five years of monitored hourly meteorological data. The data will consist of surface data collected at the LaGuardia Airport National Weather Service Station (NWS) and upper air data collected at Brookhaven, New York for the period 2015–2019.[5] The meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation over the five-year period. These data are processed using the EPA AERMET program to develop data in a format which can be readily processed by the AERMOD model. The land uses around the site where meteorological surface data are available will be classified using categories defined in digital United States Geological Survey (USGS) maps. The

[1] MOBILE6 Input Data Format Reference Tables, August 14, 2003.

[2] EPA. *User's Guide for the AMS/EPA Regulatory Model (AERMOD)*. Office of Air Quality Planning and Standards. EPA-454/B-23-008. Research Triangle Park, North Carolina. October 2023.

[3] EPA. Revisions to the Guideline on Air Quality Models: Final rule. Federal Register, Vol. 82, No. 10, January 2017.

[4] EPA. *Project-Level Conformity and Hot-Spot Analyses*, available at: https://www.epa.gov/state-and-local-transportation/project-level-conformity-and-hot-spot-analyses#pmguidance

[5] NYSDEC has stated that upper air measurements for 2022 are missing a significant number of days, consequently 2022 meteorological data is not being considered.

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meteorological dataset processed with the AERMET Version 21112 processor, provided by the New York State Department of Environmental Conservation (NYSDEC), will be used for the analysis.[6]

All hours will be modeled, and the highest resulting concentration for each averaging period will be presented, based on the form of the standard or criterion.

ANALYSIS YEAR

The microscale analyses will be performed for 2030, the year by which development facilitated by the Proposed Actions is likely to be completed. The future analysis will be performed both without the Proposed Actions (the No Action condition) and with the Proposed Actions (the With Action condition).

BACKGROUND CONCENTRATIONS

The background concentrations to be used in the mobile source analysis are based on concentrations recorded at a monitoring station representative of the county or from the nearest available monitoring station and in the statistical form of the National Ambient Air Quality Standards (NAAQS), as provided in the *CEQR Technical Manual*. The background concentrations are presented in **Table 1**.

Table 1
Maximum Background Pollutant Concentrations for Mobile Source Analysis

Pollutant	Average Period	Location	Concentration	NAAQS
CO	1-hour	Queens College 2	1.72 ppm	35 ppm
	8-hour	Queens College 2	1.2 ppm	9 ppm
$PM_{2.5}$	24-hour	JHS 126	17.8 µg/m^3	35 µg/m^3 (2)
	Annual	JHS 126	7.7 µg/m^3	9 µg/m^3 (3)

Notes:
(1) CO concentrations represent the maximum second-highest monitored concentrations from the three years of data.
(2) $PM_{2.5}$ 24-hour-average concentration represents the average of the 98th percentile day from three recent years of data.
(3) EPA has lowered the NAAQS from 12 µg/m^3.
Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017-2019.

PM and CO concentrations are based on three recent years of monitored data (2017–2019) consistent with the statistical format of the NAAQS. To develop background levels for each pollutant, concentrations measured at the most representative ambient monitoring station operated by NYSDEC over a three-year period will be used consistent with NYSDEC guidance. 2020 and 2021 data will not be used because of uncertainties in the representativeness of background concentrations for these years due to effects of COVID-19, consistent with New York City Department of Environmental Protection (DEP) guidance.

RECEPTOR PLACEMENT

Multiple receptors (i.e., precise locations at which concentrations are predicted) will be modeled at each of the selected sites. Receptors will be placed along the approach and departure links at regularly spaced intervals along the coded links. Ground-level receptors will be placed at sidewalk or roadside locations near intersections with continuous public access, at a pedestrian height of 1.8 meters. Based on DEP guidance for neighborhood-scale corridor $PM_{2.5}$ modeling, receptors in that analysis will be placed at a distance of 15 meters from the nearest moving lane at each analysis location.

[6] NYSDEC staff previously communicated in an email to AKRF that the met data provided by NYSDEC and processed with earlier versions is acceptable for use with later AERMOD versions. NYSDEC does not have immediate plans to update the met data using AERMET Version 23112.

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VEHICLE EMISSIONS

Engine Emissions

Vehicular cruise and idle PM emission factors to be utilized in the dispersion modeling will be computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator (MOVES4).[7] This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. The inputs and use of MOVES incorporate the most current guidance available from NYSDEC.

Project specific vehicle classification data obtained through field studies will be mapped to the 13 vehicle categories defined in the MOVES model based on New York State vehicle registration data in accordance with the current guidance in the *CEQR Technical Manual*. County-specific hourly temperature and relative humidity data obtained from NYSDEC will be used.

Road Dust

To account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, $PM_{2.5}$ emission rates will include fugitive road dust. However, since DEP considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale $PM_{2.5}$ microscale analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA[8] and the *CEQR Technical Manual*.

DETERMINING THE SIGNIFICANCE OF AIR QUALITY IMPACTS

Predicted values will be compared with NAAQS for CO (if required) and the City's CEQR *de minimis* criteria for CO (if required) and $PM_{2.5}$. If maximum predicted short-term or annual $PM_{2.5}$ concentrations result in a potential impact, refinements to the analysis would be implemented. For example, seasonal and off-peak emission factors can be prepared using additional runs of the MOVES model to capture the effect of temperature differences and changing vehicular classification mixes in off peak hours, respectively.

If the results of the mobile source analysis outlined above determine that maximum annual incremental $PM_{2.5}$ concentrations are greater than the *de minimis* criterion of 0.1 $\mu g/m^3$ on a neighborhood scale, additional modeling of $PM_{2.5}$ concentrations would be performed using a comprehensive analysis procedure to determine the magnitude and extent of neighborhood-scale $PM_{2.5}$ impacts from mobile sources (Grid Analysis). The analysis would be performed using the AERMOD model, with receptors placed at a pedestrian height of 6 feet on a 1 kilometer (km) by 1 km grid, with receptors placed at a 25-meter spacing. The grid would be centered at the intersection location where the maximum concentrations are predicted to exceed the CEQR *de minimis* criterion. For roadways with traffic information, the same traffic volume and emission rates would be used in the analysis. All intersections analyzed for the traffic study within the 1 km by 1 km area would be included for the grid analysis (signalized and unsignalized). For roadways without traffic information, traffic volume and emission rates would be selected based on the nearest representative roadway with traffic volume information. Available data (e.g., speeds, vehicle classification data, volumes) from the Traffic Information Management System (TIMS) developed by the New York City Department of Transportation (DOT), as well as data maintained by the New York State Department of Transportation (NYSDOT), would be used to supplement any gaps in traffic information. The analysis would be performed for the No Action and With Action Condition. The average annual $PM_{2.5}$ concentration would be determined at each receptor for each condition, and the neighborhood-scale concentration

[7] EPA, Motor Vehicle Emission Simulator (MOVES): User Guide for MOVES2014a. EPA420B15095. November 2015. Overview of EPA's Motor Vehicle Emission Simulator (MOVES4). EPA-420-R-23-019. August 2023.

[8] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, http://www.epa.gov/ttn/chief/ap42, January 2011.

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determined based on the arithmetic mean value for the receptor grid. The incremental annual concentration would be determined based on the difference between the neighborhood scale No Action and With Action concentrations. It is anticipated that these additional measures would reduce $PM_{2.5}$ annual incremental concentrations below the annual *de minimis* criterion threshold. If the analysis predicts that the maximum neighborhood scale concentration exceeds the *de minimis* criterion of 0.1 $\mu g/m^3$, the traffic mitigation measures would be incorporated into the grid analysis.

PARKING FACILITIES

The Proposed Actions would include approximately 150 accessory parking spaces. The Proposed Development would include five parking accessory parking facilities with a total of 134 spaces, and the additional Projected Development Sites would include 16 spaces. The parking facilities would consist of the following:

- Projected Development Site 1—21 spaces;
- Projected Development Site 3—26 spaces;
- Projected Development Site 4—23 spaces;
- Projected Development Site 5—35 spaces;
- Projected Development Site 9—29 spaces; and
- Projected Development Site 12: 16 spaces.

The capacity of the each of the proposed parking facilities is very small, and the maximum combined capacity of any adjacent garages would be 64 spaces. Therefore, no analysis of the potential air quality impacts associated with the Proposed Actions' parking facilities is deemed necessary.

STATIONARY SOURCES

HEATING AND HOT WATER SYSTEMS

In 2021, the New York City Council passed a bill, Local Law 154, that effectively bans the installation of most new natural gas and other fossil fuel-fired systems in buildings in New York City. In addition, the proposed design of new buildings under the Proposed Project must meet the applicable provisions of the New York City Energy Conservation Code and demonstrate consistency with the City's carbon intensity limits established pursuant to Local Law 97 of 2019. While it is anticipated that most development sites would utilize electric heating and/or hot water systems, at this time, design information is not available. Therefore, for the purpose of the evaluating potential air quality impacts associated with the reasonable worst-case development scenario, it will be conservatively assumed that each of projected and potential development sites would utilize natural gas for heating and/or hot water systems, as discussed further below.

The analysis of fossil fuel-fired heating and hot water systems of the proposed development sites will consider impacts following the procedures outlined in the 2021 *CEQR Technical Manual* to determine the potential for impacts on existing and No Action developments as well as "project-on-project" impacts.

A refined analysis will be performed using the AERMOD model. For this analysis, five years of meteorological data (2015-2019) from the LaGuardia Airport NWS and concurrent upper air data, will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO_2) and $PM_{2.5}$ will be determined at affected sites.

The AERMOD analyses will be performed assuming stack tip downwash, urban dispersion and surface roughness length, with and without building downwash and elimination of calms. The AERMOD model also incorporates the algorithms from the PRIME model, which is designed to predict impacts in the "cavity region" (i.e., the area around a structure which under certain conditions may affect an exhaust plume, causing a portion of the plume to become entrained in a recirculation region). The Building Profile Input Program (BPIP) program for the PRIME model (BPIPRM) will be used to determine the projected building

dimensions modeling with the building downwash algorithm enabled. The modeling of downwash from sources accounts for all obstructions within a radius equal to five obstruction heights of the stack.

Receptors

Receptors will be located on existing and proposed buildings (both projected and potential development sites, as well as nearby No Action developments). Receptors will be placed at elevated locations on all facades and at multiple elevations on buildings to identify maximum pollutant concentrations. Generally, receptors will be spaced at a three-meter vertical interval to represent each individual floor of a building, while horizontally, receptor spacing will be a minimum of three meters and a maximum of 10 meters. A broad ground-level grid will also be included to estimate maximum potential concentrations at publicly accessible locations in the surrounding area.

Emission Estimates and Stack Parameters

Natural gas fuel consumption will be estimated based on procedures outlined in the *CEQR Technical Manual*. An estimate of the emissions from the developments' heating and hot water systems will be made using the most recent available data from the US Energy Information Administration (EIA). The EIA data includes tables which can be used to estimate emissions based on the development size, type of fuel used and type of construction. Use of current EIA data is consistent with guidance provided by DEP.[9] Accordingly, fuel consumption factors of 47.8 ft^3/ft^2-year and 36.1 ft^3/ft^2-year for natural gas will be used for residential and commercial use types, respectively (community facility uses will use the residential fuel consumption factor, to be conservative). [10, 11]

Under Local Law 154, buildings that are less than seven stories are not permitted to install fossil fuel-fired heating systems where construction documents are filed after December 31, 2023. Therefore, for Projected Development Sites 2, 6 and 8, it will be assumed that electric heating systems will be used. However, under Local Law 154, for buildings other than R-3 uses, the use of fossil fuels for provision of domestic hot water is permitted where construction documents are filed before July 1, 2027. Therefore, it is conservatively assumed that Projected Development Sites 2, 6 and 8 would utilize natural gas for domestic hot water. To estimate natural gas usage for these sites, it will be assumed that domestic hot water consumption accounts for 25 percent of the total energy consumption.[12] Therefore, the annual fuel usage will be estimated based on 25 percent of the gross floor area of the development sites. Short term (24-hr) $PM_{2.5}$ emission rates will be estimated using the annual fuel consumption assuming domestic hot water usage is constant throughout the year. The 1-hour emission rates were estimated by scaling the 24-hour average emissions assuming the hot water equipment operates for up to five hours at full load, based on design information from a representative project.

Emission factors from the natural gas combustion section of EPA's AP-42 will be used to calculate emission rates for the projected and potential development site's heating and hot water systems. $PM_{2.5}$ emissions will include both the filterable and condensable components. Annual NO_2 concentrations from heating and hot water sources will be estimated using the Tier 1 method, which conservatively assumes a full conversion of NO_2 to NO_x.[13]

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[9] Ikos Senior Housing Rezoning & UDAAP Environmental Assessment, CEQR No. 22HPD043Q, DEP letter to HPD, September 12, 2022.

[10] https://www.eia.gov/consumption/residential/data/2020/index.php?view=consumption#summary. Table CE1.2 Summary annual household site consumption and expenditures in the Northeast—totals and intensities, 2020

[11] https://www.eia.gov/consumption/commercial/data/2018/index.php?view=consumption. Table C25. Natural gas consumption and conditional energy intensity by census region, 2018.

[12] US EIA reference for northeast energy consumption.

[13] Appendix W to Part 51, *Guideline on Air Quality Models*, Section 4.2.3.4.

One-hour average NO_2 concentration increments associated with the projected and potential development sites' hot water systems will be estimated using AERMOD model's Plume Volume Molar Ratio Method (PVMRM) module to analyze chemical transformation within the model. The PVMRM module incorporates hourly background ozone concentrations to estimate NO_x transformation within the source plume. The model will apply ozone concentrations for the period of 2015–2019 at the nearest available NYSDEC ozone monitoring station—the NYSDEC Queens College monitoring station. [14] An initial NO_2 to NO_x ratio of ten percent at the source exhaust stack will be assumed, which is considered representative for boilers.

The methodology used to determine the compliance of total one-hour NO_2 concentrations from the proposed sources with the one-hour NO_2 NAAQS will be based on adding the monitored background to modeled concentrations, as follows: hourly modeled concentrations from proposed sources will be first added to the seasonal hourly background monitored concentrations; then the highest combined daily one-hour NO_2 concentration will be determined at each receptor location and the 98th percentile daily one-hour maximum concentration for each modeled year calculated within the AERMOD model; finally the 98th percentile concentrations will be averaged over the latest five years.

Background Concentrations

To estimate the maximum expected pollutant concentration at a given location (receptor), the predicted impacts must be added to a background value that accounts for existing pollutant concentrations from other sources that are not directly accounted for in the model (see **Table 2**).

Table 2
Background Pollutant Concentrations for Stationary Souce Analysis

Pollutant	Average Period	Location	Concentration (µg/m^3)	NAAQS (µg/m^3)
NO_2	Annual[1]	Queens College 2	28.7	100
	1-hour[2]		103.8	188
$PM_{2.5}$	24-hour	JHS 126	17.8	35

Notes:
[1] Annual average NO_2 background concentration is based on the three-year highest value.
[2] The one-hour NO_2 background concentration is based on the maximum 98th percentile one-hour NO_2 concentration averaged over three years of data.
Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017-2019.

To develop background levels, concentrations measured at the most representative NYSDEC ambient monitoring station over a three-year period (2017-2019) will be used, consistent with NYSDEC guidance. The 2020 and 2021 background data will not be used because of uncertainties in the representativeness of background concentrations for these years due to effects of COVID-19, based on available guidance from DEP.

$PM_{2.5}$ annual average impacts are assessed on an incremental basis and compared with the $PM_{2.5}$ *de minimis* criteria, without considering the annual background. Therefore, the annual $PM_{2.5}$ background is not presented in the table. The $PM_{2.5}$ 24-hour average background concentration of 17.8 µg/m^3 (based on the 2017 to 2019 average of 98th percentile concentrations measured at the JHS 126 monitoring station) will be

[14] 2020 and 2021 background data will not be used because of uncertainties in the representativeness of background concentrations for these years due to effects of COVID-19, consistent with DEP guidance. 2022 background data will not be used since it needs to be paired with 2022 meteorological data, which NYSDEC has stated is missing a significant number of days of upper air measurements, consequently, this data is not available for use in modeling analyses.

used to establish the *de minimis* value for the 24-hour increment, consistent with the guidance provided in the *CEQR Technical Manual.*

Determining the Significance of Air Quality Impacts

For the stationary source analysis, the exhaust stacks for the heating and hot water systems will be assumed to be located at the edge of the development massing facing the receptor, unless the source and receptor are immediately adjacent to each other. In these cases, the stack will be assumed to be located at an initial distance of 10 feet from the nearest receptor. If a source does not meet the NAAQS or $PM_{2.5}$ *de minimis* criteria, the stack would then be set back in 10-foot (or similar) increments, until the source meets the respective criteria. If necessary, further restrictive measures will be considered, including use of low NO_x burners, increasing stack heights, or a combination of these measures.

Predicted values will be compared with NAAQS for NO_2 and the City's CEQR *de minimis* criteria for $PM_{2.5}$. In the event that violations of standards are predicted, an air quality E-designation (or other equivalent restriction, as appropriate) would be proposed for the site, describing the fuel or exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

LABORATORY SPILL ANALYSIS

The proposed project would include school uses at Projected Development Site 2, 6 and 8. Each of the school sites would include a high school student population. Therefore, it is assumed for the purpose of the EAS that the schools would include science labs where wet chemicals are handled. Emissions from the potential laboratories in each of the buildings will be evaluated, in the event of an accidental chemical spill in one of the laboratories.

Impacts will be determined using information, procedures, and methodologies described in the *CEQR Technical Manual*. Two quantitative analyses employing mathematical modeling will be prepared for each school to determine potential impacts at (1) operable windows and air intakes in nearby buildings and at nearby places of public access; and (2) the school itself due to recirculation into air intake systems, windows, and open air terraces.

Dispersion Modeling—Recirculation in the Laboratory Building Intakes

The potential for recirculation of the fume hood emissions back into the proposed laboratory building air intakes will be assessed using the Wilson method as referenced in the *CEQR Technical Manual*.[15] This empirical procedure takes into account such factors as plume momentum, stack-tip downwash, and cavity recirculation effects. The procedure determines the worst-case, absolute minimum dilution between exhaust vent and air intake. Three separate effects determine the eventual dilution: internal system dilution, obtained by combining exhaust streams (i.e., mixing in plenum chambers of multiple exhaust streams, and introducing fresh air supplied from roof intakes); wind dilution, dependent on the distance from vent to intake and the exit velocity; and dilution from the stack, caused by stack height and plume rise from vertical exhaust velocity. The critical wind speed for worst-case dilution is dependent on the exit velocity, the distance from vent to intake, and the cross-sectional area of the exhaust stack.

Dispersion Modeling—Dispersion in the Surrounding Area

Maximum concentrations at elevated receptors downwind of the fume exhausts will be estimated using the EPA AERMOD dispersion model. For this analysis, five years of meteorological data (2015-2019) from the LaGuardia Airport NWS and concurrent upper air data will be utilized for the simulation program. The analysis will be performed using the same model options described above for the analysis of the developments sites' heating and hot water systems.

[15] D.J. Wilson. A Design Procedure for Estimating Air Intake Contamination from Nearby Exhaust Vents, ASHRAE TRAS 89, Part 2A, pp. 136-152, 1983.

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Receptors

Receptors will be placed at elevated locations on all facades and at multiple elevations on buildings to identify maximum pollutant concentrations. Generally, receptors will be spaced at a three-meter interval vertically to represent individual floors of a building, while horizontally, receptor spacing will be a minimum of three meters and a maximum of 10 meters.

Emission Estimates and Stack Parameters

The procedures utilize evaporation rates developed by the Shell Development Company (M.T. Fleisher, *An Evaporation/Air Dispersion Model for Chemical Spills on Land*, December 1980), an examination of recirculation potential using the methodology described by D.J. Wilson in *A Design Procedure for Estimating Air Intake Contamination from Nearby Exhaust Vents* (ASHRAE TRANS 89, Part 2A, pp.136-152, 1983), and the determination of maximum pollutant concentrations at elevated receptors downwind of the fume exhausts using EPA's AERMOD model.

At this time, no information on science labs at the proposed schools is available. Accordingly, an inventory of the types and quantities of typical chemicals likely to be used in a high school science laboratory will be used for the analysis, based on previous environmental studies conducted for New York School Construction Authority (SCA) projects. From the chemical inventory, a subset of chemicals will be selected for further examination, based on their toxicity and potential for air quality impacts.

Evaporation rates for volatile hazardous chemicals expected to be used in the proposed laboratory will be estimated using the model developed by the Shell Development Company.[16] The Shell model, which was developed specifically to assess air quality impacts from chemical spills, calculates evaporation rates based on physical properties of the compound, temperature, and rate of air flow over the spill surface. Room temperature conditions of 20°C and an air-flow rate of 0.5 meters per second will be assumed for calculating evaporation rates.

Chemicals with high vapor pressures evaporate most rapidly and the chemicals with a greater potential for potential impacts have the lowest STEL. Based on the relative STELs and the vapor pressures of the selected chemicals listed the most potentially hazardous chemicals will be selected for the "worst-case" spill analysis.

Since the chemicals selected for detailed analysis are most likely to have a relatively higher emission rate and the lowest exposure standards, if the analysis of these chemicals results in no significant adverse air quality impacts, it would indicate that the other chemicals not analyzed would not present any significant potential impacts.

The analysis will conservatively assume that a chemical spill in a fume hood would extend to an area of 12 square feet (sf) (approximately 1.11 square meters). The emission rates will be determined using the evaporation rates and assuming this maximum spill area. For modeling purposes, the calculated emission rates will be assumed to continue for a 15-minute time period after which the spill would be contained. The vapor from the spill would be drawn into the fume hood exhaust system and released into the atmosphere via the roof exhaust fans.

Since design information is not yet available on the fume hood exhaust systems, a set of conservative assumptions will be used. The worst-case analysis assumed the fume hood exhausts would be combined and vented to the building roof through a single stack. Multiple locations of the fume hood exhaust will be tested on each applicable development site to determine the worst-case location. The minimum fume hood exhaust stack height will initially be assumed to be three feet above the building roof, as per the *CEQR Technical Manual*. An exhaust fan sufficient to maintain a minimum exit velocity of 1,500 feet per minute through a 12-inch stack discharge will also be assumed, based on previous experience on NYC public school projects.

[16] Fleischer, M.T. An Evaporation/Air Dispersion Model for Chemical Spills on Land. Shell Development Company. December 1980.

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Determining the Significance of Air Quality Impacts

The power law relationship will be used to convert the calculated 1-hour average maximum concentrations to short-term 15-minute averages. Maximum concentrations will then be compared with the Short-Term Exposure Levels (STELs) or ceiling levels recommended by the National Institute for Safety and Health (NIOSH) and the U.S. Occupational Safety and Health Administration (OSHA) for the chemicals examined. Where necessary, recommendations will be made to reduce any potential levels of concern.

INDUSTRIAL SOURCE ANALYSIS

An initial review of air permit information was performed to identify potential process and manufacturing sources located within and around the Project Area. A search of air permits within the study area was conducted using the DEP Clean Air Tracking System (CATS) database to identify any DEP-permitted industrial uses in the study area.[17] Federal and state-permitted and registered facilities were searched using the New York State Department of Environmental Conservation DECinfo Locator.[18] AKRF reviewed the data to determine which industrial sources, permitted or unpermitted, are within 400 feet of a projected or potential development site. The facilities were geo-referenced to identify those permits within a radius of 400 feet of the development sites. Any industrial sources beyond 400 feet of a projected or potential development site were excluded from analysis, as well as any DEP permitted facility with a cancelled permit (facilities with an expired permit were assumed to be still in operation).

As shown in **Table 3**, two DEP permits were determined to be within 400 feet of at least one projected or potential development site. Therefore, these permits will be included in the industrial source analysis. All of the development sites will be included as receptors for the industrial source analysis since the industrial sources identified in **Table 3** are located within 400 feet. Note that no permits were identified on a projected or potential development site.

Once the industrial permits are received, they will be reviewed to determine if any should be excluded from the analysis based on the type of operation. For example, emergency generators are not considered industrial sources of emissions; therefore, these sources would not be analyzed. A subsequent field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify any sites that have sources of emissions that would warrant an analysis. If any such sources are identified; further consultation will be made with DCP to determine procedures for estimating emissions from these sources.

Analysis of Projected and Potential Development Sites

A refined analysis of the verified industrial sources will be performed using the AERMOD model. For this analysis, five years of meteorological data (2015-2019) from the LaGuardia Airport NWS and concurrent upper air data will be utilized for the simulation program. The analysis will be performed using the same model options described above for the refined heating and hot water system analyses. Concentrations of pollutants will be determined at projected and potential development sites that are located within 400 feet of one or more industrial sources.

Receptors

Receptors will be placed at elevated locations on all facades and at multiple elevations on each applicable projected and potential development site. Generally, receptors will be spaced at a three-meter interval vertically to represent each individual floor of a building, while horizontally, receptor spacing will be a minimum of three meters and a maximum of 10 meters.

[17] DEP. *NYC DEP CATS Information.* https://a826-web01.nyc.gov/dep.boilerinformationext. New York City Open Data https://data.cityofnewyork.us/Environment/CATS-Permits/f4rp-2kvy.

[18] DEC. DECinfo Locator. https://gisservices.dec.ny.gov/gis/dil/

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Table 3
Industrial Sources

No.	Permit ID	Block	Lot	Address
1	PB026814	1716	50	54 Walworth Street
2	PB027014	1716	50	54 Walworth Street

Notes:
Air permit identified from DEP Clean Air Tracking System.
Source: DEP CATS Open data https://data.cityofnewyork.us/Environment/Clean-Air-Tracking-System-CATS-Permits/f4rp-2kvy/about_data, Accessed March 1, 2024.

Emission Estimates and Stack Parameters

Emission rates and stack parameters will be obtained from the DEP permits. Auto-related services are anticipated in the manufacturing zoned districts within and around the Rezoning Area. These services include auto-body repair shops. Typically, DEP permits for auto-body repair shops that perform spray coating only include emissions information for solids and volatile organic compounds rather than specific air toxic compounds. Therefore, to supplement the information on air toxic compounds and/or their emission rates for any permitted auto-body spray coating operations, or in the event that any unpermitted sources are identified, a representative set of emissions will be utilized.[19] The representative data provides maximum percentage by weight and usage for individual air toxics that are commonly found in coatings used in paint spraying operations. **Table 4** summarizes weight percentages of VOCs for representative automotive coatings. The highest weight percentage associated with each VOC will be used, to be conservative.

Similar to VOCs, percentages by weight of solids (PM_{10} and $PM_{2.5}$) found in representative auto spray primers and paints will be utilized. Based on particle size information provided in EPA AP-42, PM_{10} accounts for the largest percentage of the solids' emissions (up to 46.7 percent), while $PM_{2.5}$ accounts for 28.6 percent of the paints and primers.[20] The proportion of a solid in a paint by weight is representative of its proportion in the emissions.

Table 4
Typical Composition of VOC Emissions from Auto Spray Paint Booths

Chemical Name	CAS #	Rust-Oleum Primer	Sherwin William Paints	
			Twilight Blue	Black Sunfire
		Weight % Less Than	% by Weight	% by Weight
1,2,4-Trimethylbenzene	95-63-6	--	--	--
Acetone*	67-64-1	10	42	43
Aliphatic Hydrocarbon	64742-89-8	10	--	--
Aromatic Petroleum distillates	64742-94-5	5	--	--
Butane	106-97-8	--	10	11
Ethanol	64-17-5	--	1	2
Ethyl 3-Ethoxyproprioanate	763-69-9	--	9	9
Ethylbenzene	100-41-4	5	--	--
Methyl Ethyl Ketone	78-93-3	--	8	7
N-Butyl Acetate	123-86-4	5	--	--
Propane	74-98-6	--	10	11
Stoddard Solvents	8052-41-3	10	--	--

[19] Sandstone Environmental Associates, Inc. Air Toxics Analysis of Auto Repair Spray Paint Booth Near Solow Centers. March 25, 2010.

[20] EPA. *Compilations of Air Pollutant Emission Factors AP-42*. Fifth Edition, Volume I: Stationary Point and Area Sources, Appendix B-1, Table 4.2.2.8: Particle Size Distribution Data and Sized Emission Factors for Selected Sources. http://www.epa.gov/ttn/chief/ap42. October 1986.

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Toluene	108-88-3	10	9	8
Xylene	1330-20-7	10	--	--
Sources: Sandstone Environmental Associates, Inc. *Air Toxics Analysis of Auto Repair Spray Paint Booth Near Solow Centers*. March 25, 2010.				

Solvent usage will be obtained from the permit data. Solvent usage will be multiplied by the weight percentage for each air toxic to estimate the maximum emission rate for each air toxic. If solvent usage is not available, a solvent usage based on the typical usage found at the permitted facilities will be used. This representative solvent usage as well as the weight percentages of the air toxics will also be used to estimate emissions at facilities that do not possess either a DEP permit or NYSDEC registration and are determined to perform auto-body related spray coating.

For industrial sources where stack parameters are not available, conservation assumptions for stack exhaust diameter, exhaust velocity and temperature will be used, based on guidance in the *CEQR Technical Manual*.

Determining the Significance of Air Quality Impacts

A cumulative impact analysis will be performed for sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to DEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods.[21] For any criteria pollutants, maximum modeled concentrations will be compared with NAAQS. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

LARGE OR MAJOR SOURCES

To assess the potential effects of large and major emissions sources on air quality with the Proposed Actions, a review of the NYSDEC Title V permit and state facility permit websites was performed to identify any federal or state-permitted facilities. Sources of information reviewed included the NYSDEC Title V and State Facility Permit websites. The review of major- and large-sources permits[22] found no such facilities within 1,000 feet of the project site. Therefore, no analysis is required, and no significant adverse impacts would occur due to the proposed action from major or large stationary sources of emissions.

DRAFT

[21] NYSDEC. DAR-1: Guidelines for the Evaluation and Control of Ambient Air Contaminants Under Part 212. February 2021.

[22] NYSDEC. *Access to DEC Air Permits*. https://gisservices.dec.ny.gov/gis/dil/.

Appendix 3

Noise Monitoring and Analysis Approach Memorandum

Philip Habib & Associates, an AKRF Division
Engineers and Planners • 432 Park Ave South • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

TO: **New York City Department of City Planning**

FROM: **Philip Habib & Associates, an AKRF Division**

SUBJECT: **Park Avenue Brooklyn Rezoning – Noise Monitoring Approach for CEQR Analysis**

DATE: **January 30, 2026**

The purpose of this memorandum is to describe the noise analysis approach for the Park Avenue Brooklyn Rezoning. The Park Avenue Brooklyn Rezoning entails a series of land use actions to facilitate the redevelopment of several blocks in the Bedford-Stuyvesant neighborhood of Brooklyn with three new private schools within the Project Area and allow for the development of new housing and local retail uses in Brooklyn Community District (CD) 3.

The Project Area (a.k.a. proposed rezoning area) consists of portions of Blocks 1715, 1716, 1717, 1735, and 1736. As shown in **Figure 1**, the Project Area is bounded by a depth of 250 feet from Park Avenue on the eastern side of Block 1715 and the western side of Block 1716, a depth of 225 feet from Park Avenue on Block 1735, a depth of 100 feet from Park Avenue on the eastern side of Block 1716 and on Block 1717, and a depth of 325 feet from Park Avenue on Block 1736.

The Applicant seeks the following discretionary approvals (collectively, the "Proposed Actions"). A zoning map amendment to rezone portions of existing M1-1 and M1-2 zoning districts to M1-4/R7D and M1-4/R6-1 mixed-use districts. A zoning text amendment to Appendix F of the Zoning Resolution is requested to establish the Project Area as a Mandatory Inclusionary Housing (MIH) area.

Approval of the Proposed Actions are expected to result in the redevelopment of nine Applicant-controlled Projected Development Sites. In total, development on these nine Projected Development Sites would include approximately 393 dwelling units (DUs), of which approximately 101 would be permanently affordable pursuant to the MIH program, approximately 65,072 gross-square-feet (gsf) of local retail space, 244,088 gsf of private school space, and 11,590 gsf of medical office space. In the With-Action reasonable-worst case development scenario (RWCDS), in addition to the Applicant's nine Projected Development Sites described above, the Proposed Actions are expected to facilitate the redevelopment of three additional non-Applicant-controlled Projected Development Sites (Block 1716, Lots 59-60 [Projected Development Site 7], Block 1735, Lots 61-62 [Projected Development Site 11] and Block 1717, Lot 2 [Projected Development Site 12]). For RWCDS purposes, it is assumed that development at these three Non-Applicant sites would result in approximately 90 DUs, 23 of which would be permanently affordable pursuant to MIH Option 1, and approximately 15,083 gsf of retail space in the With-Action condition.

For RWCDS purposes, the proposed actions are also assumed to have the potential to result in development at two non-Applicant-controlled sites (Block 1736, Lot 68 [Potential Development Site A] and Block 1735, Lots 58-60 [Potential Development Site B]). The Proposed Actions have the potential to

Figure 1
Project Location



facilitate the development of approximately 57 DUs, 14 of which would be permanently affordable pursuant to MIH, and approximately 10,900 gsf of community facility (house of worship) space at the two Potential Development Sites.

This memorandum presents a summary of the selection of noise receptor locations and describes the noise monitoring approach to determine existing ambient noise levels at the Project Area. If there are significant differences between traffic counts during the noise measurement and existing traffic condition analyzed in the Transportation chapter of the EIS, existing noise measurements would be adjusted based on the difference between the vehicle counts conducted during noise measurement and the existing traffic condition collected and summarized in the Transportation chapter of the EIS. The measured existing noise levels will be used as part of the noise analysis to examine: (1) whether there are any locations where there is potential for the Proposed Actions to result in significant adverse noise impacts (i.e. the doubling of Noise Passenger Car Equivalents [PCEs]), using the CEQR PCE analyses and/or TNM analyses; and (2) what level of window/wall attenuation would be necessary to provide acceptable interior noise levels at the Project Area under guidance contained in the 2025 *CEQR Technical Manual*.

Selection of Noise Monitoring Locations

As the first step in this process, a field visit was performed to develop a list of proposed receptor locations. According to PHA's field observations, motor-vehicle traffic is the dominant noise source throughout the Project Area. The roadway with the most vehicular traffic in the vicinity of the Project Area is Park Avenue, which runs east-west through the Project Area. Spencer Street, Walworth Street, and Sandford Street/Warsoff Place are each one-way streets that carry local traffic north/south through the Project Area.

In general, the levels of existing noise at each receptor location are primarily influenced by the amount of traffic on immediately adjacent or nearby roadways; there are no elevated train lines or nearby stationary noise sources in the vicinity of the Project Area that could significantly contribute to the area's ambient noise levels. It is expected that measurements from one monitoring location could apply to an entire façade.

A total of seven noise receptor locations were selected due to their proximity to the Projected and Potential Development Sites identified in the Reasonable Worst-Case Development Scenario (RWCDS) Memorandum and were generally located along the perimeter of the future buildings under the Proposed Actions (refer to **Figure 2**). The seven selected noise receptor locations in the Project Area are described in Table 1 and shown in **Figure 2**.

Noise Monitoring Locations

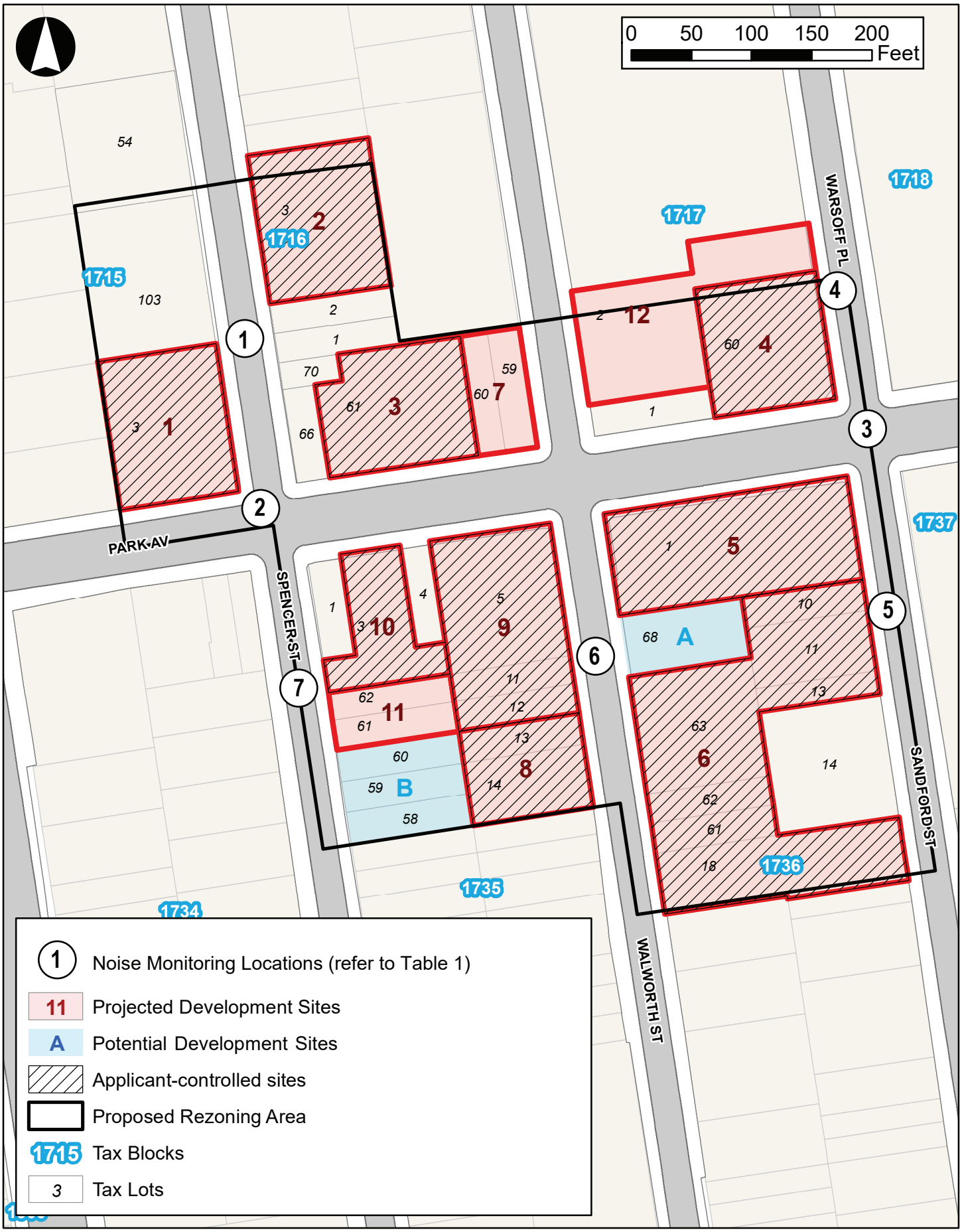

Table 1: Noise Receptor Locations

Receptor[1]	Receptor Frontages	Receptor Location
1	Spencer Street (North of Park Avenue)	Approximately 125 feet north of Park Avenue along Spencer Street, at the northeast corner of Projected Development Site 1
2	Park Avenue	At the intersection of Park Avenue and Spencer Street
3	Warsoff Place	At the intersection of Park Avenue and Warsoff Place/Sandford Street
4	Warsoff Place	On the western side of the street approximately 100 feet north of Park Avenue.
5	Sandford Street	On the western side of the street approximately 100 feet south of Park Avenue.
6	Walworth Street (South of Park Avenue)	On the western side of the street approximately 100 feet south of Park Avenue.
7	Spencer Street (South of Park Avenue)	On the eastern side of the street approximately 100 feet south of Park Avenue.

Notes:
[1] Receptor locations shown in **Figure 2**.

These seven receptor locations shall provide an effective and conservative representation of existing ambient noise levels at the Project Area.

Table 2 provides information on which noise monitoring location would be applicable to each Projected and Potential Development Site frontages.

Table 2: Projected and Potential Development Sites and Applicable Noise Receptor Locations

Projected/Potential Development Site	Applicable Receptor Location	Frontage
1	1	Frontage beyond 100-feet of Park Avenue.
	2	Frontage facing Park Avenue and within 100-feet of Park Avenue
2	1	Frontage beyond 100-feet of Park Avenue.
3	1	p/o northern facade
	2	Frontage facing Park Avenue and within 100-feet of Park Avenue
4	3	Park Avenue frontage
	4	Eastern and northern facades beyond 50 feet from Park Avenue
5	3	Frontage facing Park Avenue and within 100-feet of Park Avenue
	5, 6	p/o south facade
6	5	Sandford Street frontage, p/o north and south facades
	6	Walworth Street frontage, p/o north and south facades
7	2	Park Avenue frontage, p/o western facades
	1, 6	Walworth Street frontage, p/o north facades
8	6	Walworth Street frontage, p/o of north and south facades
9	2	Frontage facing Park Avenue and within 100-feet of Park Avenue
	6	p/o south façade and Walworth Street frontage beyond 100-feet of Park Avenue
10	2	Park Avenue frontage, p/o east and west facades
	7	Spencer Street frontage, p/o south facade
11	7	Spencer Street frontage, p/o north and south facades
12	1, 6	Walworth Street frontage, p/o north facades
	3	p/o south facade
	4	Warsoff Place frontage, p/o north and south facades
A	6	Walworth Street frontage, p/o north and south facades
B	7	Spencer Street frontage, p/o north and south facades

Noise Monitoring

PHA will conduct noise monitoring at seven noise receptor locations at the receptor locations identified above. Noise measurements will include 20-minute spot noise level measurements during typical weekday (Tuesday, Wednesday, Thursday) AM (7:30-8:30 AM), midday (12:00-1:00 PM), and PM (5:00-6:00 PM) peak periods at all three receptor locations where vehicular traffic is the main source of ambient noise levels. If the Level 1 Transportation Screening Assessment determines that the Proposed Actions would generate greater than 50 incremental vehicle trips, monitoring during the Saturday peak hour would be conducted in the Project Area. Traffic counts will be conducted during each noise measurement at receptor locations 1 through 7. At receptor locations 1 and 6, adjacent to Projected Development Sites 2, 6, and 8, an additional monitoring 20-minute spot measurement at the School PM peak hour during the school dismissal/bus departure (2:00PM to 4:00PM) will be conducted.

Traffic Noise Monitoring and Analysis

As discussed above, 20-minute spot noise measurements will be conducted at all seven receptor locations, where vehicular traffic is the dominant source of ambient noise. These will include receptor locations 1 through 7, where noise measurements will be conducted during the typical weekday peak periods (AM, midday, School PM, PM). The noise monitors will be mounted at a height of approximately five feet above the ground surface on a tripod and approximately six feet or more away from any large sound-reflecting surface to avoid major interference with sound propagation. Additionally, vehicular traffic will be counted and classified during each spot noise measurement and used to predict future vehicular traffic in the analysis.

Pursuant to CEQR guidance, future noise levels from vehicular traffic will be calculated using the proportional modeling technique outlined in Chapter 19, "Noise" of the 2025 *CEQR Technical Manual*. If there are significant differences between traffic counts during the noise measurement and existing traffic condition analyzed in the Transportation chapter of the EIS, existing noise measurements would be adjusted based on the difference between the vehicle counts conducted during noise measurement and the existing traffic condition collected and summarized in the Transportation chapter of the EIS. Values calculated using this proportional modeling will be used directly, and as adjustment factors accounting for site-specific differences, to determine future noise levels. However, for any roadways fronting the Project or Potential Development Sites that experience low existing traffic volumes, preliminary assessments using the proportional modeling technique may cause noticeable increases in noise levels. To more accurately forecast noise at these locations, a refined analysis using Traffic Noise Modeling (TNM) may be necessary. TNM is a computerized model developed for the Federal Highway Administration (FHWA) that calculates the noise contribution of each roadway segment to a given noise receptor.

Equipment Used During Noise Monitoring

Measurements will be performed using a Sound Level Meter (SLM) Type 1 instrument, in accordance with American National Standards Institute (ANSI) Standard S1.4-1983 (R2006); specifically, a Brüel & Kjær Type 4189 ½-inch microphone connected to a Brüel & Kjær Model 2250 SLM. The SLM will have a laboratory calibration date within one year of the date of the measurements and the SLMs will be calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. Measured quantities included the L_{eq}, L_1, L_{10}, L_{50}, and L_{90} values and ⅓-octave

bands. A windscreen will be used during all sound measurements, except for calibration. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

Sound Weighting

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the hearing process is not the same at all frequencies. Therefore, noise measurements are often adjusted or weighted as a function of frequency to account for human perception and sensitivities of sound. The most common weighting networks used are the A- and C-weighted scales (dBA and dBC scales, respectively).

The dBA scale is correlated with annoyance measures and is most responsive to the mid-frequencies (500 Hz to 4,000 Hz), which human ears are most sensitive to. While the dBA scale is typically used for environmental assessments, the dBC scale is largely used for describing and evaluating environmental noise sources that have high values in the lower frequencies (i.e., below 500 Hz), such as stationary industrial and mechanical noise sources (i.e. power substations). The dBC scale is also often used for measuring the peak value of a sound. Since the dBC scale provides a relatively "flat" (or largely unweighted) measurement and does not attenuate frequency levels below 1,000 Hz the way the dBA scale does, the *CEQR Technical Manual* indicates that a comparison of dBA and dBC readings may give a quick estimate of the low frequency contribution of the sound source in question. Measurements at all receptor locations will be made on the dBA scale.

Other Noise Concerns

Stationary Sources

Play Area Noise

While people are not usually thought of as stationary noise, children in playgrounds or spectators at outdoor sporting events or concerts can introduce additional sources of noise within communities. According to the *CEQR Technical Manual*, noise generated by children in playgrounds or people using parks is considered a stationary source of noise.

As described above, approval of the Proposed Actions would facilitate the development of three new private schools in the Project Area. Each of these schools would include an outdoor recreation space on the roof. A play area noise analysis is warranted to determine (a) the level of impact from the proposed outdoor recreation spaces on existing nearby sensitive receptors, and (b) the need for additional attenuation requirements for future receptors with frontages facing the proposed outdoor recreation spaces. Noise levels associated with the proposed outdoor recreation spaces would be calculated at surrounding receptors using noise levels provided in the 1992 study performed for the New York City School Construction Authority (SCA) at eight New York New York City playgrounds.[1] Table 2 shows maximum hourly playground boundary noise levels based upon measurements made at a series of New York City school playgrounds for the SCA.

[1] SCA Playground Noise Study, October 23, 1992.

Table 2: Reference Play Area Boundary Noise L_{eq} Noise Levels (in dBA)

Early Childhood	Elementary Schools	Intermediate Schools	High Schools
71.5	71.4	71.0	68.2

Source: SCA Playground Noise Study, October 23, 1992.

In determining the level of impact on nearby sensitive receptors, geometric spreading and the consequent dissipation of sound energy with increasing distance from the proposed outdoor recreation spaces will be taken into account. Based upon measurements and acoustical principles, hourly noise levels are assumed to decrease by the following values at the specified distances from a play area boundary: 4.8 dBA at 20 feet, 6.8 dBA at 30 feet, and 9.1 dBA at 40 feet; for all distances between 40 and 300 feet, a 4.5 dBA drop-off per doubling of distances from the proposed play area boundary would be assumed.

Mechanical Equipment

It is assumed that the building mechanical systems (i.e., heating, ventilation, and air conditioning [HVAC] systems) for any/all buildings associated with the Proposed Actions would be designed to meet all applicable noise regulations (i.e., Subchapters 5, §24-227 of the New York City Noise Control Code, the New York City Department of Buildings Code) and to avoid producing levels that would result in any significant increase in ambient noise levels.

Aircraft Noise

It is proposed that any air traffic noise would not be removed from the noise measurements. This would ensure that recommended attenuation levels within the study area take the aircraft noise into account in order to determine acceptable interior noise levels. Future aircraft noise impact would be assessed using the 65 dBA DNL contour to determine if detailed analysis is warranted.

Appendix 4

Construction Air Quality and Construction Noise Analysis Methodology Memoranda

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Memorandum

To:	New York City Department of City Planning
From:	AKRF, Inc.
Date:	June 5, 2024
Re:	Park Avenue Rezoning Air Quality Analysis Methodology
cc:	Project Team

This memorandum presents a summary of the methodology and assumptions to be used for the construction air quality analysis for the proposed Park Avenue Rezoning project (Proposed Project) in the Bedford-Stuyvesant neighborhood of Brooklyn Community District 3. The Project Area consists of Blocks 1715, 1716, 1717, 1735, and 1736.

The Proposed Actions would facilitate the redevelopment of nine Applicant-controlled Projected Development Sites and the development of two non-Applicant-controlled sites that would include a mix of residential, retail, private school, medical office, and community facility space.

CONSTRUCTION AIR QUALITY ANALYSIS METHODOLOGY

Emissions from on-site construction equipment and on-road construction vehicles, as well as dust-generating construction activities, all have the potential to affect air quality. The analysis of potential construction air quality impacts will include an analysis of both on-site and on-road sources of air emissions, and the combined impact of both sources, where applicable.

In general, much of the heavy equipment used in construction is powered by diesel engines that have the potential to produce relatively high levels of nitrogen oxides (NO_x) and particulate matter (PM) emissions. Fugitive dust generated by construction activities is also a source of PM. Gasoline engines produce relatively high levels of carbon monoxide (CO). Since the United States Environmental Protection Agency (EPA) mandates the use of ultra-low sulfur diesel (ULSD) fuel for all highway and non-road diesel engines, sulfur oxides (SO_x) emitted from the Proposed Project's construction activities would be negligible. Therefore, the pollutants to be analyzed for the construction period are nitrogen dioxide (NO_2)—which is a component of NO_x that is a regulated pollutant, particles with an aerodynamic diameter of less than or equal to 10 micrometers (PM_{10}), particles with an aerodynamic diameter of less than or equal to 2.5 micrometers ($PM_{2.5}$), and carbon monoxide (CO). **Table 1** shows the pollutants to be analyzed in the construction air quality analysis and the corresponding averaging periods.

Table 1
Pollutants for Analysis and Averaging Periods

Pollutant	Averaging Period
$PM_{2.5}$	24-hour
	Annual Local
	Annual Neighborhood
PM_{10}	24-hour
NO_2	Annual
CO	1-hour
	8-hour

Concentrations will be predicted using dispersion models to determine the potential for air quality impacts during on-site construction activities and due to construction-generated traffic on local roadways. Concentrations for each pollutant of concern due to construction activities at each sensitive receptor will be predicted during the most representative worst-case time period.

The potential for significant adverse impacts will be determined by comparing modeled PM_{10}, NO_2 and CO concentrations to National Ambient Air Quality Standards (NAAQS), and modeled $PM_{2.5}$ and CO increments to applicable *de minimis* thresholds. If the analysis concludes that there is a potential for significant adverse impacts, specific control measures required to reduce the effects of construction and to eliminate any significant adverse air quality impacts will be identified.

The detailed approach for assessing the effect of construction activities resulting from the Proposed Actions on air quality is discussed further below.

DATA SOURCES

The construction air quality analysis will be based on the preliminary construction phasing schedule for each scenario provided by the project team's Construction Manager. Subsequently, projections of the construction workforce, truck, and equipment projections will be developed based on similarly sized sites from a recent rezoning project (i.e., SoHo/NoHo Neighborhood Plan Final Environmental Impact Statement).

ON-SITE CONSTRUCTION ACTIVITY ASSESSMENT

To determine which construction periods constitute the worst-case periods for the pollutants of concern (PM, CO, NO_2), construction-related emissions will be calculated for each calendar year throughout the duration of construction on a rolling annual and peak day basis for $PM_{2.5}$. $PM_{2.5}$ is selected for determining the worst-case periods for all pollutants analyzed, because the ratio of predicted $PM_{2.5}$ incremental concentrations to impact criteria is anticipated to be higher than for other pollutants. Therefore, initial estimates of $PM_{2.5}$ emissions throughout the construction years will be used for determining the worst-case periods for analysis of all pollutants. Generally, emission patterns of PM_{10} and NO_2 would follow $PM_{2.5}$ emissions, since they are related to diesel engines by horsepower. CO emissions may have a somewhat different pattern but would also be anticipated to be highest during periods when the most activity would occur.

Based on the emission profiles, the proximity of construction activities to sensitive receptors, the representative worst-case annual and short-term (i.e., 24-hour, 8-hour, and 1-hour) averaging periods identified in **Table 1** will be selected for analysis. Dispersion of the relevant air pollutants from the construction site during these periods will then be analyzed. Broader conclusions regarding potential concentrations during non-peak periods, which will not be modeled, will be presented as well, based on the multi-year emissions profiles and the reasonable worst-case period results.

Engine Emissions

The sizes, types, and number of units of construction equipment will be estimated based on the construction activity schedule developed. Emission rates for NO_X, CO, PM_{10}, and $PM_{2.5}$ from truck engines will be

developed using the EPA Motor Vehicle Emission Simulator (MOVES4[1]) emission model. Emission factors for NO_x, CO, PM_{10}, and $PM_{2.5}$ from on-site construction engines will be developed using the NONROAD emission module included in the MOVES emission model. The emission factor calculations will take into account any emissions reduction measures (i.e., the application of diesel particulate filters, etc.) that is required on site.

On-Site Fugitive Dust

In addition to engine emissions, fugitive dust emissions from operations (e.g., excavation and transferring of excavated materials into dump trucks) will be calculated based on EPA procedures delineated in AP-42 Table 13.2.3-1. Since construction is required to follow the New York City Air Pollution Control Code regarding construction-related dust emissions, a 50 percent reduction in particulate emissions from fugitive dust will be conservatively assumed in the calculation (dust control methods such as wet suppression would often provide at least a 50 percent reduction in particulate emissions).

Analysis Periods

As discussed above, the construction periods with activities closest to sensitive receptors and with the most intense activities and highest emissions will be selected as the worst-case periods for analysis. The dispersion analysis will include modeling the worst-case annual and short-term (i.e., 24-hour, 8-hour, and 1-hour) averaging periods identified in **Table 1**. The worst-case short-term and annual periods will be selected once the estimated construction activities have been developed. These periods will be selected based on the maximum construction intensity predicted and their proximity to nearby sensitive receptors.

Dispersion Modeling

Potential impacts from the worst-case construction sources will be evaluated using a refined dispersion model, the EPA/AMS AERMOD dispersion model. AERMOD is a state-of-the-art dispersion model, applicable to rural and urban areas, flat and complex terrain, surface and elevated releases, and multiple sources (including point, area, and volume sources). AERMOD is a steady-state plume model that incorporates current concepts about flow and dispersion in complex terrain and includes updated treatments of the boundary layer theory, understanding of turbulence and dispersion, and handling of terrain interactions.

Source Simulation

For short-term model scenarios (predicting concentration averages for periods of 24 hours or less), all stationary sources, such as compressors, cranes, or concrete trucks, which idle in a single location while unloading, will be simulated as point sources. Other engines, which would move around the site on any given day, will be simulated as area sources. For periods of 8 hours or less (less than the length of a shift), it will be assumed that all engines would be active simultaneously. All sources, with the exception of tower cranes, would move around the site throughout the year and will therefore be simulated as area sources in the annual analyses.

Meteorological Data

The meteorological data set will consist of five consecutive years of latest available meteorological data: surface data collected at the nearest representative National Weather Service Station (JFK Airport) from 2015 to 2019 and concurrent upper air data collected at Brookhaven, New York. The meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevation over the five-year period. These data will be processed using the EPA AERMET program to develop data in a format which can be readily processed by the AERMOD model.

[1] EPA, Motor Vehicle Emission Simulator (MOVES), User Guide for MOVES2014a, November 2015. Overview of EPA's Motor Vehicle Emission Simulator (MOVES4). EPA-420-R-23-019. August 2023. There is no stand-alone user's guide for MOVES4 as information is incorporated into the interface.

Background Concentrations

To estimate the maximum expected total pollutant concentrations, the calculated impacts from the emission sources must be added to a background value that accounts for existing pollutant concentrations from other sources. The background levels are based on concentrations monitored at the nearest New York State Department of Environmental Conservation (NYSDEC) ambient air monitoring stations, as shown in **Table 2**. Data from 2017 to 2019 is proposed for use due to uncertainties in the representativeness of background concentrations in 2020 and 2021 due to the effects of COVID-19.

Table 2
Maximum Background Pollutant Concentrations

Pollutant	Average Period	Location	Concentration	NAAQS
$PM_{2.5}$	24-hour	JHS 126	17.8 µg/m^3	35 µg/m^3
	Annual	JHS 126	7.7 µg/m^3	9 µg/m^3
PM_{10}	24-hour	Division Street	39.3 µg/m^3	150 µg/m^3
NO_2	Annual	Queens College	28.7 µg/m^3	100 µg/m^3
CO	1-hour	Queens College 2	1.72 ppm	35 ppm
	8-hour	Queens College 2	1.2 ppm	9 ppm

Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017–2019.

Receptor Locations

Receptors will be placed at locations that would be publicly accessible, at residences, schools, and other sensitive uses at both ground-level and elevated locations (e.g., residential windows) of existing buildings and Proposed Development buildings that would have been completed and occupied during the analyzed phases of construction, at adjacent sidewalk locations, at publicly accessible open spaces. In addition, a ground-level receptor grid will be placed to enable extrapolation of concentrations throughout the study area at locations more distant from construction activities.

On-Road Sources

The construction worker commuting trips and construction truck deliveries would generally occur during off-peak hours. Furthermore, the construction trip increments would not be concentrated at any single location. Therefore, a standalone mobile-source analysis will not be required. Nevertheless, since emissions from on-site construction equipment and on-road construction-related vehicles may contribute to concentration increments concurrently, on-road emissions adjacent to the construction site will be included with the on-site dispersion analysis (in addition to on-site truck and non-road engine activity) to address all local project-related emissions cumulatively.

On-Road Vehicle Emissions

Vehicular engine emission factors will be computed using the EPA mobile source emissions model, MOVES4. This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway type and grade, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. The inputs and use of MOVES incorporate the most current guidance available from NYSDEC.

On-Road Dust Emissions

$PM_{2.5}$ emission rates will be determined with road dust to account for their impacts. However, fugitive road dust will not be included in the annual average $PM_{2.5}$ microscale analyses, as per current *CEQR Technical Manual* guidance used for mobile source analysis. Road dust emission factors will be calculated according

to the latest procedure delineated by EPA[2]. An average weight of 20 tons and 2.5 tons will be assumed for construction trucks and worker vehicles in the analyses, respectively.

Traffic Data

Traffic data for the air quality analysis will be derived from existing traffic counts, projected future growth in traffic, and other information developed as part of the construction traffic analysis for the Proposed Project.

Impact Criteria

The 2021 *CEQR Technical Manual* states that the significance of a predicted consequence of a project (i.e., whether it is material, substantial, large or important) should be assessed in connection with its setting (e.g., urban or rural), its probability of occurrence, its duration, its irreversibility, its geographic scope, its magnitude, and the number of people affected.[3] In terms of the magnitude of air quality impacts, any action predicted to increase the concentration of a criteria air pollutant to a level that would exceed the concentrations defined by the NAAQS would be deemed to have a potential significant adverse impact. In addition, to maintain concentrations lower than the NAAQS in attainment areas, or to ensure that concentrations will not be significantly increased in non-attainment areas, *CEQR de minimis* threshold levels have been defined for certain pollutants; any action predicted to increase the concentrations of these pollutants above these thresholds would be deemed to have a potential significant adverse impact, even in cases where violations of the NAAQS are not predicted.

Potential Mitigation Measures

The analysis will assume all emissions reduction measures as required by law. These measures include dust control measures, idling restrictions, and the use of ultra-low sulfur diesel fuel. If the analysis concludes that there is a potential for significant adverse impacts, specific control measures required to reduce the effects of construction and to eliminate any significant adverse air quality impacts will be identified. These measures may include diesel equipment reduction, best available tailpipe reduction technologies, utilization of equipment that meets specified emission standards, and location of equipment away from sensitive uses. Any emission control measures proposed to be used during the construction will be documented in the EIS and related Project Component Related to the Environment (PCRE).

[2] EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, http://www.epa.gov/ttn/chief/ap42, January 2011.

[3] New York City. *CEQR Technical Manual*. Chapter 1, section 222. December 2021; and New York State Environmental Quality Review Regulations, 6 NYCRR § 617.7

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Memorandum

To:	New York City Department of City Planning
From:	AKRF, Inc.
Date:	June 24, 2024
Re:	Park Avenue Rezoning EIS Construction Noise Analysis Methodology Approach
cc:	Project Team

The purpose of this memorandum is to describe the construction noise analysis approach for the proposed Park Avenue Rezoning project (the Proposed Project) in the Bedford-Stuyvesant neighborhood of Brooklyn Community District 3. The Project Area consists of Blocks 1715, 1716, 1717, 1735, and 1736.

The Proposed Actions would facilitate the redevelopment of nine Applicant-controlled Projected Development Sites and the development of two non-Applicant-controlled sites that would include a mix of residential, retail, private school, medical office, and community facility space.

CONSTRUCTION NOISE ANALYSIS METHODOLOGY – SUMMARY

A detailed modeling analysis will be conducted to quantify potential construction noise effects at existing noise receptors (e.g., residences, schools, etc.) near the proposed development site as well as at completed and occupied proposed buildings. The construction noise methodology will involve the following process:

1. *Select analysis hours for construction mobile source noise analysis.* The 6:00 AM to 7:00 AM hour is selected as the analysis hour because this would be the hour when the highest number of construction worker auto and construction truck trips to and from the construction site would simultaneously occur.
2. *Conduct construction mobile source noise analysis.* At each of the roadway segments analyzed for construction traffic, the construction worker vehicle and construction truck trips during the analysis hour will be converted to Noise Passenger Car Equivalents (PCEs) and compared to the existing level of Noise PCEs to determine the potential increase in noise levels due to construction-generated trips.
3. *Select analysis hours for cumulative on-site equipment and construction truck noise analysis*. The 7:00 AM to 8:00 AM hour is selected as the analysis hour because this would be the hour when the highest number of truck trips to and from the construction site would overlap with on-site equipment operation.
4. *Select receptor locations for cumulative on-site equipment and construction truck noise analysis.* Selected receptors will represent open space, residential, commercial office, or other noise-sensitive uses potentially affected by the construction associated with the Proposed Actions during operation of

on-site construction equipment and/or along routes taken to and from the development site by construction trucks. Project elements (e.g., buildings, open spaces) that would be completed and occupied while construction under the Proposed Actions is still ongoing will also be included in the analysis as receptors.

5. *Establish existing noise levels at selected receptors.* Existing noise levels from the operational noise analysis will be relied upon for the construction noise analysis as well. A CadnaA model representing the existing conditions (including existing building geometry and existing condition traffic levels) will be validated or calibrated based on the measured existing noise levels and used to calculate baseline noise levels at the other noise receptor locations included in the analysis. As described in the approved operational noise methodology memorandum, measured existing noise levels will not be considered valid if traffic counts associated with the measurements differ significantly from existing traffic volumes established in the transportation analysis for the corresponding location.
6. *Establish worst-case noise analysis periods under the anticipated construction schedule.* The worst-case noise analysis periods are the periods during the construction schedule that are expected to have the greatest potential to result in construction noise effect. The selected time periods are described below in the "Analysis Periods" section.
7. *Calculate construction noise levels for each analysis period at each receptor location*. Given the on-site equipment and construction truck trips expected during each of the analysis periods, and the location of the equipment, which is based on construction logistics diagrams and construction truck and worker vehicle trip assignments, a CadnaA model file including each analysis period will be created. All models will include each of the construction noise sources during the analysis period and hour, calculation points representing multiple locations on various façades and floors of the associated receptors previously identified, as well as the noise control measures that would be used on the construction site.
8. *Determine total noise levels and noise level increments during construction.* For each analysis period and each noise receptor, the calculated level of construction noise will be logarithmically added to the existing noise level to determine the cumulative total noise level. The existing noise level at each receptor will then be arithmetically subtracted from the cumulative noise level in each analysis period to determine the noise level increments.
9. *Compare construction noise increments to impact criteria*. For each analysis period and each noise receptor, the predicted noise increments due to construction will be compared to CEQR noise impact thresholds and additional incremental noise impact criteria as described below.
10. *Estimate interior noise levels.* At receptors representing interior locations where noise increments due to construction are predicted to exceed incremental construction noise impact thresholds, window/wall attenuation will be estimated. Maximum predicted construction noise levels and estimated window/wall attenuation will be used to estimate interior noise levels.
11. *Establish construction noise duration*. For each receptor, the noise level increments and estimated interior noise levels in each analysis period will be evaluated to determine the duration during construction that the receptor would experience exceedances of impact criteria.
12. *Identify potential construction noise impacts.* At each receptor where exceedances of construction noise impact criteria are predicted, a determination will be made as to whether the Proposed Actions would have the potential to result in significant adverse construction noise impacts.

CONSTRUCTION MOBILE SOURCE ANALYSIS

A Noise PCE screening will be conducted for noise levels from construction mobile sources. At each of the roadway segments analyzed for construction traffic, the construction worker vehicle and construction truck trips during the analysis hour will be converted to Noise PCEs and compared to the existing level of Noise PCEs to determine the potential increase in noise from construction worker vehicle and construction truck

trips. The 6:00 AM to 7:00 AM hour is selected as the analysis hour because this would be the hour when the highest number of worker vehicle and construction truck trips to and from the construction site would occur. The projected noise level increment from construction worker vehicle and construction truck trips construction will be compared to CEQR noise impact thresholds and additional incremental noise impact criteria as described below.

Construction truck trips that would occur during the construction work day (i.e., after 7:00 AM) will be included in the modeling of construction noise as discussed below.

NOISE RECEPTOR SITES

A noise-sensitive receptor is defined in Chapter 19, "Noise" Section 114 of the 2021 *CEQR Technical Manual* and includes indoor receptors such as residences, hotels, health care facilities, nursing homes, schools, houses of worship, court houses, public meeting facilities, museums, libraries, theaters, and commercial offices. Outdoor sensitive receptors include parks, outdoor theaters, golf courses, zoos, campgrounds, and beaches.

Within the study area, multiple receptor locations close to the construction areas will be selected for the construction noise analysis to represent buildings or noise-sensitive open space locations that have the potential to experience elevated noise as a result of construction. These receptors will be located adjacent to planned areas of activity or streets where construction trucks would pass. At some buildings, multiple façades will be analyzed as receptors. At high-rise buildings, noise receptors at multiple elevations will be analyzed. Receptors at street level will be used to represent open space locations. The receptor sites selected for detailed analysis will represent locations where maximum project effects due to construction noise would be expected. Receptors will include existing noise-sensitive uses near the proposed construction work areas, as well as noise-sensitive land uses included in the Proposed Project that would be completed and occupied while construction is ongoing on other project components.

CONSTRUCTION NOISE MODELING

Noise effects from construction activities will be evaluated using the CadnaA model, a computerized model developed by DataKustik for noise prediction and assessment. The model can be used for the analysis of a wide variety of noise sources, including stationary sources (e.g., construction equipment, industrial equipment, power generation equipment), transportation sources (e.g., roads, highways, railroad lines, busways, airports), and other specialized sources (e.g., sporting facilities). The model takes into account the reference sound pressure levels of the noise sources at 50 feet, attenuation with distance, ground contours, reflections from barriers and structures, attenuation due to shielding, etc. The CadnaA model is based on the acoustic propagation standards promulgated in International Standard ISO 9613-2. This standard is currently under review for adoption by the American National Standards Institute (ANSI) as an American Standard. The CadnaA model is a state-of-the-art tool for noise analysis and is approved for construction noise level prediction by the *CEQR Technical Manual*.

Geographic input data used with the CadnaA model will include CAD drawings that define site work areas, adjacent building footprints and heights, locations of streets, and locations of sensitive receptors. For each analysis period, the geographic location and operational characteristics—including equipment usage rates (percentage of time operating at full power) for each piece of construction equipment operating at the proposed development site, as well as noise control measures—will be input to the model.

Construction equipment source strength will be determined by the L_{max} levels presented in **Table 22-1** of the 2021 *CEQR Technical Manual.* For construction equipment not included in this table, manufacturer specifications or field measured noise levels will be used.

In addition, shielding by barriers erected on the construction site and adjacent buildings will be accounted for in the model. In addition, construction-related vehicles will be assigned to the adjacent roadways. The model will produce A-weighted $L_{eq(1)}$ noise levels at each receptor location for each analysis period, as well

as the contribution from each noise source. The $L_{10(1)}$ noise levels will be conservatively estimated by adding 3 dBA to the $L_{eq(1)}$ noise levels, as is standard practice.[1]

DETERMINATION OF NON-CONSTRUCTION NOISE LEVELS

Noise generated by construction activities (calculated using the CadnaA model as described above) will be added to baseline (i.e., non-construction) noise levels, including noise generated by non-construction traffic on adjacent roadways, to determine the total noise levels at each receptor location. Baseline noise levels will be calculated using the CadnaA model using existing condition traffic data. The existing condition CadnaA model will include receptors representing the noise measurement locations from the operational noise analysis to be used for the purpose of validating or calibrating the existing condition results. If the existing condition CadnaA model results at the measurement locations differ from estimated existing levels by more than 3 dBA (e.g., because of contribution from noise sources not included in the model, such as aircraft overflights), an adjustment factor will be added to analysis receptors most representative of the measurement location.

ANALYSIS TIME PERIOD SELECTION

The construction noise analysis will estimate construction noise levels based on projected activity and equipment usage as well as the level of construction traffic for various stages of construction of the proposed project.

Based on the anticipated construction schedule and preliminary construction estimates developed for the proposed project, specific time periods during construction will be selected for detailed analysis. The periods selected will capture each major construction stage (e.g., excavation/foundation work, superstructure work, interior fit-out work) at the buildings and structures to be constructed under the Proposed Actions, including major overlaps of construction stages between individual sites. These will be the time periods with the potential to result in the maximum incremental construction noise at nearby receptors (i.e., time periods when multiple buildings would be under construction using noisy equipment) as well as resulting in the maximum levels of construction noise at the proposed buildings that would be completed and occupied during subsequent construction associated with the Proposed Actions. Each analysis time period is expected to conservatively represent 1 to 9 months of time based on the duration of activities that would be underway during the time period.

The 14 worst-case time periods selected for the detailed construction noise analysis are shown in **Table 1**.

[1] Federal Highway Administration Roadway Construction Noise Model User's Guide, Page 15. http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf

Table 1
Construction Noise Analysis Periods

Analysis Period	Construction Activities
April 2025 – November 2025	Site 2: Demolition/Excavation/Foundation Site 6: Demolition/Excavation/Foundation and Building Superstructure/Exterior
December 2025 – March 2026	Sites 2 and 6: Building Superstructure/Exterior
April 2026 – September 2026	Sites 2 and 6: Interior Fit-Out
October 2026 – December 2026	Sites 2 and 6: Interior Fit-Out Sites 4 and 8: Demolition/Excavation/Foundation
January 2027 – March 2027	Sites 4 and 8: Building Superstructure/Exterior
April 2027 – June 2026	Site 1: Building Superstructure/Exterior Sites 4 and 8: Building Superstructure/Exterior and Interior Fit-Out Site 5: Demolition/Excavation/Foundation
July 2027 – September 2027	Sites 1 and 5: Building Superstructure/Exterior Sites 4 and 8: Interior Fit-Out Site 9: Demolition/Excavation/Foundation
October 2027	Sites 1, 4, and 8: Interior Fit-Out Sites 5 and 9: Building Superstructure/Exterior Site 11: Demolition/Excavation/Foundation
November 2027 – January 2028	Sites 1, 4, and 8: Interior Fit-Out Site 3: Demolition/Excavation/Foundation Site 5: Building Superstructure/Exterior and Interior Fit-Out Sites 9 and 11: Building Superstructure/Exterior
February 2028 – April 2028	Sites 1 and 5: Interior Fit-Out Site 3: Building Superstructure/Exterior Sites 9 and 11: Building Superstructure/Exterior and Interior Fit-Out
May 2028 – June 2028	Sites 1, 5, 9, and 11: Interior Fit-Out Site 3: Building Superstructure/Exterior and Interior Fit-Out Sites 7 and 12: Demolition/Excavation/Foundation
July 2028 – October 2028	Sites 3, 5, 9, and 11: Interior Fit-Out Sites 7 and 12: Building Superstructure/Exterior Site 10: Demolition/Excavation/Foundation and Building Superstructure/Exterior
November 2028 – January 2029	Sites 3, 7, 9, and 12: Interior Fit-Out Site 10: Building Superstructure/Exterior
February 2029 – October 2029	Sites 3, 7, 10, 12: Interior Fit-Out

CONSTRUCTION NOISE IMPACT CRITERIA

Chapter 22 of the *CEQR Technical Manual* breaks construction duration into "short-term" and "long-term" and states that construction noise is not likely to require analysis unless it "affects a sensitive receptor over a long period of time." Consequently, the construction noise analysis considers the potential for construction of a project to create high noise levels (the "intensity"), whether construction noise would occur for an extended period of time (the "duration"), and the locations where construction has the potential to increase noise ("receptors") in evaluating potential construction noise effects.

The noise impact criteria described in Chapter 19, Section 410 of the *CEQR Technical Manual* serve as a screening-level threshold for potential construction noise impacts. If construction of the proposed project would not result in any exceedances of these criteria at a given receptor, then that receptor would not have the potential to experience a construction noise impact.

If noise levels during construction would exceed the screening thresholds at a given receptor, the specific intensity and duration of construction noise level increases would be considered further to determine the potential for temporary significant adverse impacts. Noise level increases that would be considered "objectionable" (i.e., equal to or greater than 15 dBA) lasting 12 consecutive months or more and noise level increases that would be considered "very objectionable" (i.e., equal to or greater than 20 dBA)[2] lasting three consecutive months or more could also be considered significant impacts.

For receptors representing interior spaces (i.e., not open space) where construction of the Proposed Project is predicted to result in objectionable noise level increments lasting 12 consecutive months or more or very objectionable noise level increments lasting three consecutive months or more, and where the façade attenuation can be determined based on readily available information, interior noise levels may also be considered in the determination of impact significance. Portions of the construction period during which predicted interior noise levels would be in the acceptable range (i.e., not greater than 45 dBA for residential and community facility uses or not greater than 50 dBA for commercial office uses), would not be counted toward the consecutive duration of construction noise impact as described above.

EVALUATION OF CONSTRUCTION NOISE LEVELS

The predicted exterior noise level increments during construction of the Projected Development Sites at the analyzed receptor sites (including project elements completed and occupied prior to the completion of all construction resulting from the Proposed Actions) will be compared to the construction noise impact thresholds described above. At the noise-sensitive receptors that experience exceedances of these thresholds during the analysis periods as determined above, the duration of exceedance of each impact threshold will be determined. The significance of the exceedances will be determined based on the predicted magnitude and duration of the construction noise, as well as interior noise levels if applicable, at these locations according to the criteria described above. Based on the incremental noise level increase, overall exterior noise levels for each analysis period will also be determined. ✷

[2] Definition of "objectionable" and "very objectionable" noise level increases based on Table B from New York State Department of Environmental Conservation Assessing and Mitigating Noise Impacts policy manual, revised February 2001.

Appendix 5

Response to Comments on Draft Scope of Work and Public Scoping Meeting Transcript

Park Avenue Brooklyn Rezoning
CEQR NO. 24DCP124K

Response to Comments on the Draft Scope of Work for a Draft Environmental Impact Statement

This appendix summarizes and responds to substantive public comments regarding the issues to be addressed in the Draft Environmental Impact Statement (DEIS) as described in the Draft Scope of Work (DSOW), issued on April 30, 2024, for the Park Avenue Brooklyn Rezoning project. Oral and written comments were received during the remote public scoping meeting held by the New York City Department of City Planning (DCP) on behalf of the New York City Planning Commission (CPC) on May 30, 2024. Written comments were accepted through the close of the public comment period, which ended on June 10, 2024.

A transcript of the public scoping meeting is included in this appendix. There were no public comments made on the DSOW during the May 30, 2024 public hearing, nor were any written comments received during the subsequent comment period ending June 10, 2024.

WEBVTT

1
00:00:43.880 --> 00:00:59.176
Stephanie Shellooe, EARD Director: Good afternoon and welcome. You are tuning in to the remote scoping meeting for the Park Avenue, Brooklyn. Rezoning proposal for the record. The City Environmental Quality Review or Seeker number is 2 4, Dcp. 1, 2, 4, K.

2
00:00:59.620 --> 00:01:05.970
Stephanie Shellooe, EARD Director: My name is Stephanie Shaloon. I'm the director of the Environmental assessment and Review Division at the New York City Department of City planning.

3
00:01:06.000 --> 00:01:20.909
Stephanie Shellooe, EARD Director: Everen Olga Kajar is the deputy director of EARD. And will co-host today's meeting. I want to thank everyone who has taken time out of their day to attend this meeting, and I would like to say that we will hear from anyone who wishes to speak

4
00:01:20.930 --> 00:01:23.870
Stephanie Shellooe, EARD Director: and provide their testimony on today's topic.

5
00:01:24.581 --> 00:01:40.290
Stephanie Shellooe, EARD Director: We also welcome written comments for this public scoping meeting through 5 Pm. On Monday, June 10, th 2024, and we provide written comments with the same time and attention that we do to any comments that will be provided today. Live at this meeting

6
00:01:41.430 --> 00:01:42.759
Stephanie Shellooe, EARD Director: next slide, please.

7
00:01:44.310 --> 00:01:49.000
Stephanie Shellooe, EARD Director: We will now proceed to the public scoping meeting for the Park Avenue, Brooklyn rezoning

8
00:01:49.070 --> 00:01:59.610
Stephanie Shellooe, EARD Director: again for the record. Let me note that the city environmental quality review or seeker application number for this proposal is 2 4 Dcp. 1, 2, 4. K.

9
00:01:59.660 --> 00:02:08.120
Stephanie Shellooe, EARD Director: Today's date is Monday is Thursday, May 30, th 2024, and the time is approximately 2 one PM. Next slide

10
00:02:09.240 --> 00:02:17.750
Stephanie Shellooe, EARD Director: again, I'm Stephanie Shalou, director of the Environmental Assessment and Review Division at the New York City Department of City planning. And I'll be chairing. Today's scoping meeting.

11
00:02:17.810 --> 00:02:25.179

Stephanie Shellooe, EARD Director: The department of City planning is acting on behalf of the City Planning Commission as the lead agency for this proposal's Environmental review.

12
00:02:25.420 --> 00:02:35.590
Stephanie Shellooe, EARD Director: As the lead Agency, the Department oversees the preparation and completion of the environmental impact statement or eis for this Park Avenue. Brooklyn rezoning proposal.

13
00:02:37.100 --> 00:02:59.860
Stephanie Shellooe, EARD Director: Joining me are several colleagues from the department of city planning. As I mentioned, Everen Olber Kajar is the deputy director of the Environmental Assessment and Review Division. Max Marinoff is the project manager for this proposal in in Ea. RD. Joshua Vogel is the lead planner for the proposals. Land use application in the Brooklyn office, and Alex. Summer is the director of the Department's Brooklyn office.

14
00:02:59.860 --> 00:03:10.380
Stephanie Shellooe, EARD Director: There are also several staff members joining, working in the background to ensure that this meeting today runs smoothly. So thank you. Everyone working for your assistance.

15
00:03:13.123 --> 00:03:19.000
Stephanie Shellooe, EARD Director: Together today we will receive your comments on the draft scope of work for the Park Avenue, Brooklyn. Rezoning proposal.

16
00:03:19.180 --> 00:03:30.289
Stephanie Shellooe, EARD Director: The draft scope of work identifies the subjects that will be analyzed in the upcoming draft environmental impact statement or deis and describes the methodologies that will be used in those analyses.

17
00:03:30.310 --> 00:03:35.749
Stephanie Shellooe, EARD Director: The draft scope of work materials are posted online on our on the department of city Planning's website.

18
00:03:37.470 --> 00:03:53.489
Stephanie Shellooe, EARD Director: The purpose of today's public scoping meeting is to allow for public participation in the preparation of the Deis at the earliest stage possible in the environmental review process. Specifically scoping, allows the public to help shape the Deis before that before it is written.

19
00:03:53.840 --> 00:04:06.369
Stephanie Shellooe, EARD Director: Toward that end. The Department as lead agency will receive comments today on the draft scope of work from elected officials, government agencies, and representatives from the Local Community board, as well as those from the general public.

20
00:04:06.570 --> 00:04:15.009
Stephanie Shellooe, EARD Director: We also welcome written comments on the draft scope of work which can be submitted through 5 Pm. Monday, June 10, th 2024.

21
00:04:16.980 --> 00:04:42.020
Stephanie Shellooe, EARD Director: At the end of the written comment period, the department as Lead

Agency will review review all comments. Those we receive today, as well as any written comments that we have received. By the end of the comment period. After carefully reviewing all comments, the Department will decide what changes, if any need to be made to the draft scope of work, and we will issue a final scope of work. It is that final scope of work that serves as the basis for preparing the Deis

22
00:04:43.580 --> 00:04:46.570
Stephanie Shellooe, EARD Director: today marks the beginning of the written comment period

23
00:04:46.680 --> 00:04:48.599
Stephanie Shellooe, EARD Director: on the draft scope of work.

24
00:04:48.740 --> 00:05:01.749
Stephanie Shellooe, EARD Director: No decisions will be made today regarding the draft scope of work. Again, the purpose of today's meeting is to allow the public to provide their comments and to allow the Department to listen to those comments. It's important that all voices are heard today.

25
00:05:04.350 --> 00:05:14.720
Stephanie Shellooe, EARD Director: I'll now focus on the structure of today's meeting, which will be divided into 3 parts during the 1st part the applicant team will provide a brief overview of the Park Avenue, Brooklyn rezoning proposal.

26
00:05:14.780 --> 00:05:21.100
Stephanie Shellooe, EARD Director: A representative from the applicant team's environmental consultant will provide a short summary of the draft scope of work

27
00:05:21.160 --> 00:05:23.529
Stephanie Shellooe, EARD Director: together. This will be about 20 min.

28
00:05:23.730 --> 00:05:32.659
Stephanie Shellooe, EARD Director: During the second part of the meeting the Department will hear testimony from elected officials, government agencies, and those speaking on behalf of the Local Community Board.

29
00:05:32.820 --> 00:05:38.260
Stephanie Shellooe, EARD Director: And then, during the 3rd and final part of the meeting, we will receive testimony from members of the general public.

30
00:05:40.240 --> 00:05:45.809
Stephanie Shellooe, EARD Director: The meeting will only end when everyone who has had a chance who has signed up has had an opportunity to do so

31
00:05:46.850 --> 00:06:07.490
Stephanie Shellooe, EARD Director: onto a few logistics. If you wish to speak and plan to access the meeting online, using a computer tablet or smartphone, please register to speak. During this meeting through the Park Avenue, Brooklyn rezoning public scoping meeting on the Nyc. Engage portal which can be found@www.nyc.gov slash, nyc, engage.

32
00:06:07.980 --> 00:06:14.379
Stephanie Shellooe, EARD Director: Once you've registered through that process, a link to join us and provide your testimony will be emailed to you after you've completed

33
00:06:14.400 --> 00:06:17.909
Stephanie Shellooe, EARD Director: the registration. We will then add you to our speakers list.

34
00:06:20.820 --> 00:06:25.299
Stephanie Shellooe, EARD Director: When it is your turn to speak, your name will be called, and you'll be promoted to panelist.

35
00:06:25.450 --> 00:06:37.369
Stephanie Shellooe, EARD Director: This will allow you to unmute your microphone and the ability to turn on your camera if you wish. There will be a short period that it appears you're no longer in the meeting. Don't be alarmed. You will automatically rejoin the meeting as a panelist.

36
00:06:37.997 --> 00:06:52.279
Stephanie Shellooe, EARD Director: When your name is been called, you'll be asked to convey your remarks. We do limit folks to 3 min to allow for everyone who wishes to speak a chance to do so. If you're participating online. A 3 min timer will run on the screen

37
00:06:52.570 --> 00:06:58.769
Stephanie Shellooe, EARD Director: at the 3 min time, mark you will. Your time will expire at that time you'll be asked to conclude your remarks.

38
00:06:59.160 --> 00:07:02.930
Stephanie Shellooe, EARD Director: If you choose to turn on your camera again, we will be able to see you.

39
00:07:03.070 --> 00:07:05.809
Stephanie Shellooe, EARD Director: Thanks for your patience in this process

40
00:07:07.670 --> 00:07:26.100
Stephanie Shellooe, EARD Director: an additional note of instruction for the those of you joining by phone. If we do have anyone dialing in and wish to bri, provide testimony, please select Star 9 when prompted. Listen for me to call out the last 3 digits of your phone number, and at that point you'll be given the temporary ability to share your testimony.

41
00:07:26.370 --> 00:07:30.210
Stephanie Shellooe, EARD Director: You must press Star 6 to unmute, and we will be able to hear you speak.

42
00:07:30.320 --> 00:07:37.180
Stephanie Shellooe, EARD Director: and then, when your testimony is complete, or your 3 min have expired. Whichever comes first, st you'll press Star 6 again to mute yourself.

43
00:07:37.480 --> 00:07:49.770

Stephanie Shellooe, EARD Director: We would, however, like to encourage dial in participant hot dial in participants who wish to provide testimony to register via phone using the dial-in participant hotline information that was displayed at the beginning of this meeting.

44
00:07:51.160 --> 00:07:56.180
Stephanie Shellooe, EARD Director: Please note that muting and unmuting speakers does take a moment, so thank you for your patience

45
00:07:57.980 --> 00:08:12.180
Stephanie Shellooe, EARD Director: onto time limits. Speakers from the general public have 3 min to provide testimony. There are a few exceptions to the 3 min time limit. Elected officials, for example, are given the courtesy of jumping to the front of the queue, and are not limited to 3 min.

46
00:08:12.680 --> 00:08:24.790
Stephanie Shellooe, EARD Director: If anyone is joining on live stream and wishing to testify, please be mindful of potential background noise during your testimony, make sure that the live stream is muted. When you begin your testimony to avoid hearing an echo

47
00:08:26.030 --> 00:08:27.180
Stephanie Shellooe, EARD Director: next slide

48
00:08:27.550 --> 00:08:28.380
Stephanie Shellooe, EARD Director: at

49
00:08:28.480 --> 00:08:37.079
Stephanie Shellooe, EARD Director: the. If you wish to provide written testimony. It can be submitted to the department of city planning through email or mail

50
00:08:37.441 --> 00:08:47.080
Stephanie Shellooe, EARD Director: our mailing address is shown on this screen, 120, Broadway, 31st floor, New York, New York, 1, 0 2, 7, one attention to myself. Stephanie Shalou.

51
00:08:47.140 --> 00:09:00.310
Stephanie Shellooe, EARD Director: We also have an email address set up for this project. If you wish to provide your comments via email the addresses, 2 for Dcp, 1, 2, 4 k_dl@planning.nyc. Dot, GOV.

52
00:09:00.640 --> 00:09:09.139
Stephanie Shellooe, EARD Director: This information can be found on the Nyc. Engage portal and on the department of city Planning's website, nyc.gov. Slash planning

53
00:09:09.780 --> 00:09:14.949
Stephanie Shellooe, EARD Director: as a reminder. We will accept comments through 5 PM. Monday, June 10, th 2024.

54
00:09:16.700 --> 00:09:17.750
Stephanie Shellooe, EARD Director: Next slide.

55
00:09:19.720 --> 00:09:29.959
Stephanie Shellooe, EARD Director: All right. If you missed any of these instructions to participate. Please visit nyc.gov. Slash nycengage for instructions on how to participate and provide testimony.

56
00:09:30.010 --> 00:09:41.169
Stephanie Shellooe, EARD Director: At this point we'll begin the 1st part of the meeting where the applicant team will present an overview of the project followed by a summary of the draft scope of work. I will turn it over to Benjamin Stark. Thanks.

57
00:09:43.380 --> 00:09:53.269
Benjamin Stark (presenting): Good afternoon. My name is Benjamin Stark. I'm a land use attorney at Hershan, Singer and Epstein. I'm here today representing Park Avenue rezoning partners, Llc.

58
00:09:53.270 --> 00:10:14.130
Benjamin Stark (presenting): A consortium of educational institutions and property owners located on and adjacent to Park Avenue in Brooklyn's community. District 3. I 1st want to thank on behalf of the applicant team, the planners and staff members of the Department of City, planning for hosting this meeting and for otherwise shepherding this important application toward the public review process. Next slide

59
00:10:17.280 --> 00:10:32.390
Benjamin Stark (presenting): the primary aspects of the Park Avenue, Brooklyn rezoning are series of Zoning map amendments to change 1961 arrow low density, manufacturing districts which do not, which do not permit the use or development of school facilities or residential housing.

60
00:10:32.440 --> 00:10:39.089
Benjamin Stark (presenting): To a quote, mixed use zoning framework that will permit the use and development of school facilities and residential buildings.

61
00:10:39.230 --> 00:11:07.440
Benjamin Stark (presenting): Additional proposed actions include zoning text amendments to one create the proposed R. 6, one zoning classification that would be adopted in a portion of the rezoning area. 2. To modify appendix F of the zoning resolution to make a mandatory inclusionary Housing area coterminous with the project area and 3 to create the special mixed use. Mx district in section 12390 of the zoning resolution which will then be adopted throughout the rezoning area.

62
00:11:07.760 --> 00:11:27.409
Benjamin Stark (presenting): With the approval of these actions, the Park Avenue, Brooklyn rezoning, will facilitate the completion of 3 new modern schools for separate and independent school systems, together with the conversion of a 3 story office building to a school use for a total of 4 educational institutions within the proposed rezoning area.

63
00:11:27.680 --> 00:11:44.730
Benjamin Stark (presenting): In addition, the proposed actions will facilitate development of 5 new mixed use, residential and commercial buildings ranging from 7 to 11 stories, together with the enlargement of an existing 2 story Pharmacy building to an eight-story mixed use, residential and commercial building

64

00:11:45.000 --> 00:11:58.479
Benjamin Stark (presenting): in total on applicant control property. The proposed rezoning is anticipated to facilitate the development of approximately 391 new residential units, of which 98 would be made permanently affordable.

65
00:11:58.940 --> 00:12:13.989
Benjamin Stark (presenting): Note that additional residential development on quote non applicant control. Property is also studied as part of the environmental review of the Park Avenue, Brooklyn rezoning, bringing in the total anticipated residential development above 500 residential dwelling units.

66
00:12:14.030 --> 00:12:15.289
Benjamin Stark (presenting): Next slide, please

67
00:12:16.970 --> 00:12:18.500
Benjamin Stark (presenting): backing up for a moment.

68
00:12:18.720 --> 00:12:21.129
Benjamin Stark (presenting): Why is this application being pursued?

69
00:12:21.450 --> 00:12:23.449
Benjamin Stark (presenting): The Park Avenue, Brooklyn rezoning

70
00:12:23.460 --> 00:12:27.139
Benjamin Stark (presenting): is is being pursued to help solve 2 interrelated problems.

71
00:12:27.430 --> 00:12:34.949
Benjamin Stark (presenting): the exceptional growth in the school-age population within a community where a very large percentage of children attend private religious schools.

72
00:12:35.010 --> 00:12:44.849
Benjamin Stark (presenting): and the continued challenge of meeting housing production needs in a community where an outside share of households are rent burden, and where trends suggest the problem is worse in the year by year.

73
00:12:45.080 --> 00:12:46.329
Benjamin Stark (presenting): Next slide, please

74
00:12:47.940 --> 00:13:15.879
Benjamin Stark (presenting): the Park Avenue. Brooklyn rezoning helps address these challenges by focusing on 2 planning objectives, one, the legalization of existing educational uses and development of new, sorely needed educational facilities into the development of new housing, including affordable housing and a growing residential community, where in certain areas. Legacy, manufacturing, zoning districts are no longer representative of existing land uses and no longer support a consensus of local community development objectives

75
00:13:16.040 --> 00:13:16.970

Benjamin Stark (presenting): next slide

76
00:13:19.320 --> 00:13:29.379
Benjamin Stark (presenting): in particular, the Park Avenue rezoning proposes zoning changes that will facilitate the development of school facilities along the side streets adjacent to Park Avenue.

77
00:13:29.390 --> 00:13:33.819
Benjamin Stark (presenting): to the adoption of An. M. 1, 4 R. 6, one zoning classification.

78
00:13:34.410 --> 00:13:35.500
Benjamin Stark (presenting): Next slide

79
00:13:37.820 --> 00:13:50.500
Benjamin Stark (presenting): the Park Avenue, Brooklyn. Rezoning, proposes zoning changes that will facilitate the development of new mid-rise residential development along Park Aven. Through the adoption of an M. 1 4 r. 7 d. Zoning classification.

80
00:13:51.040 --> 00:13:52.150
Benjamin Stark (presenting): Next slide.

81
00:13:54.200 --> 00:13:56.530
Benjamin Stark (presenting): The proposed zoning changes are appropriate.

82
00:13:56.640 --> 00:14:04.360
Benjamin Stark (presenting): As stated, the existing legacy. Manufacturing zoning districts are no longer representative of existing land uses as well as ownership conditions

83
00:14:04.930 --> 00:14:07.470
Benjamin Stark (presenting): as shown on the land use map. On the screen.

84
00:14:07.840 --> 00:14:12.730
Benjamin Stark (presenting): The proposed rezoning area is not home to a preponderance of industrial land uses

85
00:14:12.810 --> 00:14:19.020
Benjamin Stark (presenting): shown in purple that would support the continued existence of legacy, manufacturing, zoning classifications.

86
00:14:19.190 --> 00:14:29.299
Benjamin Stark (presenting): Rather the rezoning area has evolved as a natural extension of the existing residential communities. It sits adjacent to shown in yellow and orange shades on the sandy Smith

87
00:14:29.690 --> 00:14:38.740
Benjamin Stark (presenting): properties in the rezoning area have been acquired by educational institutions and religious organizations shown in blue shading as well as black shading, which represents vacant land.

88
00:14:39.040 --> 00:14:43.090
Benjamin Stark (presenting): together with the operators of commercial uses like retailers and pharmacies.

89
00:14:43.740 --> 00:14:45.059
Benjamin Stark (presenting): Next slide, please.

90
00:14:47.713 --> 00:15:00.979
Benjamin Stark (presenting): The juxtaposition of the rezoning area centered on Park Avenue, but bounded by Spencer street to the west and Sanford Street to the east, with adjacent residential areas, can be seen with the existing condition. Aerial view shown on the screen

91
00:15:01.410 --> 00:15:09.879
Benjamin Stark (presenting): cutting from the existing residential neighborhood west of Spencer Street to the mid-century era publicly owned. Marcy houses complex to the East

92
00:15:09.940 --> 00:15:14.489
Benjamin Stark (presenting): Park Avenue is a natural corridor for mixed use predominantly. Residential development.

93
00:15:15.160 --> 00:15:16.460
Benjamin Stark (presenting): Next slide, please.

94
00:15:18.240 --> 00:15:44.429
Benjamin Stark (presenting): and with that the side streets just off the Park Avenue corridor are a natural location for public interest uses like educational facilities which are difficult to cite. Given their need for large, underdeveloped footprints. Indeed, the Park Avenue, Brooklyn rezoning represents a unique opportunity to entitle multiple new schools within very close proximity to one another, just a short walk from their interest, from their institutions, respective catchment areas.

95
00:15:45.360 --> 00:15:58.740
Benjamin Stark (presenting): In our view, the citing and legalization of these educational institutions adjacent to one another will help enforce this area as a school district and will help to minimize the impacts of busing and other traffic related considerations.

96
00:15:59.070 --> 00:16:06.890
Benjamin Stark (presenting): In particular, the Park Avenue, Brooklyn rezoning will facilitate the development and legalization of the following educational facilities.

97
00:16:07.170 --> 00:16:08.450
Benjamin Stark (presenting): Next slide, please

98
00:16:11.530 --> 00:16:12.900
Benjamin Stark (presenting): 1st

99

00:16:12.960 --> 00:16:25.840
Benjamin Stark (presenting): on the north side of Park Avenue at 49 Spencer Street, the Beth Hana School proposes to construct a 5 story school building without setbacks on a 12,500 square foot lot it currently owns, and which is currently vacant.

100
00:16:25.920 --> 00:16:30.659
Benjamin Stark (presenting): rising 60 feet and totaling approximately 60,000 grow square feet of area.

101
00:16:30.690 --> 00:16:35.579
Benjamin Stark (presenting): inclusive of below grade space. The school will serve as a private high school for girls.

102
00:16:36.330 --> 00:16:37.619
Benjamin Stark (presenting): Next slide, please.

103
00:16:40.510 --> 00:16:53.999
Benjamin Stark (presenting): Directly across the street from the Bethana school. Yeshiva. Let'siram Satmar currently owns an existing 3 story building, where, among other operations, it houses administrative functions associated with its educational mission.

104
00:16:54.200 --> 00:17:01.129
Benjamin Stark (presenting): Approval of the proposed rezoning would allow the yeshiva to properly convert and legalize the building for educational instruction.

105
00:17:01.220 --> 00:17:04.119
Benjamin Stark (presenting): No new development is proposed to this building, however.

106
00:17:04.599 --> 00:17:05.560
Benjamin Stark (presenting): next slide.

107
00:17:08.010 --> 00:17:33.990
Benjamin Stark (presenting): moving to the south side of Park Avenue at 84 Sandford Street, the Central United Telemunic Academy proposes to construct a 5 story school building without setbacks on a portion of the approximately 38,000 square foot lot it currently owns, and which is currently improved with one story warehouse buildings. In addition, Central United currently operates a legal school facility at this property person to a previously approved variance by the border standards and appeals.

108
00:17:34.060 --> 00:17:42.700
Benjamin Stark (presenting): Central united student population has since grown rapidly with more growth, forecasted, necessitating the proposed expansion of its facilities.

109
00:17:42.990 --> 00:18:04.369
Benjamin Stark (presenting): The new facilities, totaling approximately 130,000 square feet of gross floor area will facilitate the transformation of Central United campus into a kindergarten through high school institution, and the proposed facilities rising 60 feet from curt level, are proposed, like all other new facilities proposed as part of this application to include outdoor rooftop play areas

110
00:18:04.630 --> 00:18:05.570
Benjamin Stark (presenting): next slide.

111
00:18:07.750 --> 00:18:22.649
Benjamin Stark (presenting): finally, directly across the street from Central United Campus, Yeshiva's Binosahavas proposes to construct a 5 story school building without setbacks on the 7,500 square foot lot it currently owns, and which is currently improved with a 1 story warehouse building.

112
00:18:22.960 --> 00:18:33.569
Benjamin Stark (presenting): rising 60 feet and totaling approximately 38,000 gross square feet of area, inclusive of bluegrade space. The school facility will serve as a private K through 12 school.

113
00:18:34.220 --> 00:18:35.470
Benjamin Stark (presenting): Next slide, please.

114
00:18:38.260 --> 00:18:52.649
Benjamin Stark (presenting): Yeah. As I previously noted this across the street juxtaposition of schools. In in this case Central United's proposed new facilities are shown on the right. With Shiv, with Yeshiva Vanessa, Javas proposed new facility on the left

115
00:18:52.690 --> 00:19:06.479
Benjamin Stark (presenting): will help us help to establish this area as primarily a school district. An existing budding condition. Given Central United's current operations and the ownership conditions of developed and underdeveloped parcels held by the various institutions.

116
00:19:07.060 --> 00:19:08.370
Benjamin Stark (presenting): Next slide, please

117
00:19:10.660 --> 00:19:19.750
Benjamin Stark (presenting): back on Park avenue, the applicants proposed to develop or enlarge 6 mixed use predominantly residential buildings, each with a ground floor retail component

118
00:19:20.190 --> 00:19:26.590
Benjamin Stark (presenting): as limited by the proposed M. 104 R. 70. Mixed. Use zoning classification. Next slide, please

119
00:19:29.130 --> 00:19:33.119
Benjamin Stark (presenting): proposed buildings range in height from 7 stories to 11 stories.

120
00:19:33.130 --> 00:19:41.650
Benjamin Stark (presenting): Unit counts range from just 38 total apartments proposed at 5 14 Park Avenue to 93 total apartments at 5 28 Park Avenue.

121
00:19:42.000 --> 00:19:44.840
Benjamin Stark (presenting): in accordance with mandatory inclusionary housing.

122
00:19:44.890 --> 00:19:55.230
Benjamin Stark (presenting): Each building is proposed to devote up to 30% of new residential floor area as permanently affordable housing, depending on the final mih option adopted with the application

123
00:19:55.730 --> 00:19:56.839
Benjamin Stark (presenting): next slide

124
00:19:58.630 --> 00:20:09.340
Benjamin Stark (presenting): with their development, these proposed residential buildings will transform what is currently an underdeveloped but vital corridor connecting to existing and vibrant residential communities. Next slide

125
00:20:10.910 --> 00:20:20.800
Benjamin Stark (presenting): into a modern mixed use corridor that strengthens that existing vibrancy and which will support the proposed school. Focused context located on the side streets just off the Avenue.

126
00:20:21.570 --> 00:20:33.010
Benjamin Stark (presenting): At this point in the presentation I will hand things over to a beer sabet from Philip. Of even associates. The projects retained environmental consults. We'll discuss the proposed Eis framework and the draft scope of work.

127
00:20:34.460 --> 00:20:44.189
Abir Sabet (presenting): Thank you, Ben, good afternoon. I will provide an overview of the draft scope of work which provides the framework for how the Deis will be prepared. Next slide, please.

128
00:20:45.750 --> 00:21:01.179
Abir Sabet (presenting): The dais will be consistent with the guidance of the latest version of the city. Environmental Quality Review. Technical, manual, also referred to as the Seeker technical Manual, which is the standard guidance document for environmental analysis and review in the city of New York.

129
00:21:01.340 --> 00:21:09.830
Abir Sabet (presenting): Seeker is a disclosure process by which decision makers evaluate the potential environmental consequences before approving a discretionary action

130
00:21:09.960 --> 00:21:17.260
Abir Sabet (presenting): seeker compares the future. No action condition to the future with action condition through a reasonable worst case development scenario.

131
00:21:17.400 --> 00:21:25.040
Abir Sabet (presenting): The Eis will analyze the incremental changes that could reasonably be expected to occur if the proposed actions are adopted.

132
00:21:25.060 --> 00:21:36.229
Abir Sabet (presenting): public comments will be incorporated into a final scope of work. Then a deis will be prepared in accordance with the final scope of work, and then published for review and comment.

133
00:21:36.280 --> 00:21:48.980
Abir Sabet (presenting): Once published, a public hearing will be held on the Deis, in which all comments received during the hearing will be incorporated into the final environmental impact statement or FEIS. Next slide, please.

134
00:21:50.290 --> 00:22:01.869
Abir Sabet (presenting): as detailed in the draft scope of work, a reasonable worst case development scenario or RW. Cds was established for environmental analysis purposes for the 2030 analysis year.

135
00:22:01.960 --> 00:22:24.370
Abir Sabet (presenting): as discussed earlier. The hatched sites shown in the figure to the right are the 9 applicant controlled sites, but the Rwcds would also include and analyze some non applicant controlled sites which are not hatched in the figure as presented on the screen. A total of 12 projected development sites and 2 potential development sites were identified in the project area

136
00:22:24.520 --> 00:22:36.999
Abir Sabet (presenting): as detailed in the draft scope, projected development sites are considered more likely to be developed by the 2030 analysis year, while potential sites are considered less likely to be developed over the same period.

137
00:22:37.310 --> 00:22:44.189
Abir Sabet (presenting): In the no action condition. It is assumed that 2 sites within the project area would be redeveloped on an as of right basis

138
00:22:44.230 --> 00:22:52.900
Abir Sabet (presenting): at projected development site 2. The currently vacant site is assumed to be redeveloped with a mixed use building containing commercial and medical office space

139
00:22:53.010 --> 00:23:00.009
Abir Sabet (presenting): and at projected development Site 12, the currently vacant site is assumed to be redeveloped with a 1 story. Commercial building.

140
00:23:00.100 --> 00:23:27.549
Abir Sabet (presenting): All other sites within the project area are assumed to remain unchanged from existing conditions in the with action condition. It is assumed that new buildings comprising the total Rwcs would be completed and fully occupied on the 12 projected development sites. The total Rwcs. For the projected development sites would comprise a combined total of approximately 786,500 Gsf. Of building space.

141
00:23:27.550 --> 00:23:31.480
Abir Sabet (presenting): including approximately 479 dwelling units.

142
00:23:31.480 --> 00:23:39.130
Abir Sabet (presenting): medical office space, private school space housing, 3 new private schools, commercial retail space and accessory parking.

143
00:23:39.360 --> 00:23:55.140
Abir Sabet (presenting): Pursuant to the city's MIH program up to 25 to 30% of the projected dwelling units would be designated as permanently affordable at an average of 60 to 80% of the area Median income depending on the selected option. Next slide, please.

144
00:23:56.560 --> 00:24:18.669
Abir Sabet (presenting): as shown in this table. When comparing the no action condition to the with action condition. The total Rw. CDS. For the proposed actions is expected to result in the net addition of approximately 476 d. Use, including up to 124 units that would be that would be designated as permanently affordable. Pursuant to MIH. Option one.

145
00:24:18.800 --> 00:24:36.929
Abir Sabet (presenting): Approximately 202,000 Gsf. Of private school space, 27,500 Gsf. Of commercial retail space and net decreases of approximately 40,250 Gsf. Of medical office space, 18,000 Gsf. Of office space.

146
00:24:36.930 --> 00:25:00.970
Abir Sabet (presenting): 11,400 Gsf. Of warehouse space and 1 0. 1 parking spaces in terms of population. The total Rwcs under the proposed actions, could generate up to approximately 1,219 incremental residents, 43 incremental workers and 1,835 students within the project area compared to no action conditions

147
00:25:01.260 --> 00:25:12.909
Abir Sabet (presenting): with the reasonable worst case development scenarios established and using criteria outlined in the Seeker Technical Manual. The Eis will determine if significant adverse impacts would occur next slide, please.

148
00:25:14.490 --> 00:25:25.019
Abir Sabet (presenting): as detailed in the draft scope of work and shown on this slide. The proposed actions require consideration of 13 of the 19 impact categories outlined in the Seeker Technical Manual.

149
00:25:25.160 --> 00:25:41.510
Abir Sabet (presenting): The draft scope of work provides a detailed outline of how the 13 technical areas will be examined. And for each of the technical areas it identifies study areas, types of data to be gathered, and how these data would be analyzed and the potential impacts quantified when appropriate

150
00:25:41.850 --> 00:25:58.080
Abir Sabet (presenting): per the guidance of the seeker technical manual. The proposed actions would not warrant analysis for the community facilities and services, shadows, historic and cultural resources, natural resources, solid waste and sanitation services and energy technical areas.

151
00:25:58.300 --> 00:26:04.160
Abir Sabet (presenting): I will now briefly discuss a few of the technical areas to be analyzed in the De S.

152
00:26:04.180 --> 00:26:12.049
Abir Sabet (presenting): For example, as the proposed actions would introduce new residents to the area, an analysis of socioeconomic conditions is warranted.

153
00:26:12.300 --> 00:26:16.960
Abir Sabet (presenting): The residents introduced to the area by the proposed actions would also increase demand

154
00:26:17.190 --> 00:26:23.489
Abir Sabet (presenting): for use of publicly accessible open spaces, and therefore, an analysis of open space resources is warranted.

155
00:26:23.700 --> 00:26:37.099
Abir Sabet (presenting): The proposed actions would also result in an increase in the number of vehicular trips and increased ridership on mass trains and facilities as well as affect pedestrian movements in the area due to the increased number of residents, workers, and students.

156
00:26:37.110 --> 00:26:49.000
Abir Sabet (presenting): Therefore a detailed transportation analysis will be included in the Deis, which will analyze the changes to traffic transit pedestrians and street user safety. As a result of the proposed actions

157
00:26:49.260 --> 00:27:00.179
Abir Sabet (presenting): due to the increase in the number of vehicular trips within the area. The Deis will also study the project-generated effects on ambient noise and air quality conditions as a result of mobile sources.

158
00:27:00.320 --> 00:27:05.849
Abir Sabet (presenting): In addition, both the noise and air quality analyses will study the effects of station resources.

159
00:27:05.910 --> 00:27:25.049
Abir Sabet (presenting): since the project area is in an existing manufacturing zoning district. The presence of industrial uses within a 400 foot radius cannot be ruled out, and therefore the Deis will also provide an industrial source. Analysis to determine the potential impacts of emissions from any existing industrial or manufacturing facilities.

160
00:27:25.300 --> 00:27:40.639
Abir Sabet (presenting): As the rwcds identifies 12 projected development sites which are expected to have overlapping construction schedules. A construction impact assessment will be provided in the Eis pursuant to seeker technical manual guidance. Next slide.

161
00:27:42.130 --> 00:27:51.980
Abir Sabet (presenting): In addition, the Deis will include a mitigation chapter which describes mitigation measures to address any significant adverse impacts that are identified in the Deis.

162
00:27:52.010 --> 00:28:13.010
Abir Sabet (presenting): Where impacts cannot be mitigated, they will be identified as unavoidable adverse impacts. An alternative structure will also be included in the Deis to evaluate alternative development proposals that may reduce or eliminate any significant adverse impacts. The alternatives are usually defined when the full extent of a proposed actions impacts have been determined.

163
00:28:13.160 --> 00:28:22.500
Abir Sabet (presenting): as of now, the Deis is expected to study a no action alternative which describes the conditions that would exist if the proposed actions were not implemented.

164
00:28:22.530 --> 00:28:30.770
Abir Sabet (presenting): and a no significant adverse impacts alternative which presents a scenario where all action generated, impacts are either eliminated or avoided.

165
00:28:31.010 --> 00:28:36.899
Abir Sabet (presenting): Additional alternatives may be developed during the scoping process in coordination with the lead agency.

166
00:28:37.130 --> 00:28:44.510
Abir Sabet (presenting): The draft scope of work can be viewed in its entirety online on Dcp's website as seen at the bottom of the slide.

167
00:28:44.660 --> 00:28:56.609
Abir Sabet (presenting): Thank you for your time. This marks the end of the applicant's presentation on the Park Avenue, Brooklyn rezoning an overview of the seeker framework. And with that I'll pass it back over to Stephanie Sherloo, from Dcp.

168
00:28:58.120 --> 00:29:02.420
Stephanie Shellooe, EARD Director: Thank you a beer, and to the applicant team for that presentation next slide

169
00:29:04.130 --> 00:29:33.829
Stephanie Shellooe, EARD Director: and next slide. We will now move on to part 2 of this scoping meeting at this point in the process, we will be receiving testimony from elected officials, community board leaders and government agencies to review the protocol. When it's your turn to speak, your name will be called, and you'll be promoted to panelists. This will allow you to unmute your microphone and the ability to turn on your camera. There's a period where it appears that you're not in the meeting. Don't be alarmed. You'll automatically rejoin the meeting as a panelist.

170
00:29:34.210 --> 00:29:44.109
Stephanie Shellooe, EARD Director: If anyone that's potentially viewing this meeting on the live stream, and if anyone is experiencing technical issues that prevent you from sharing your testimony,

171
00:29:44.630 --> 00:29:55.559
Stephanie Shellooe, EARD Director: there is some guidance on Nyc. Engage in the How to Guides Page. We also have a dial-in participant hotline that you can feel free to call the

172
00:29:56.225 --> 00:30:16.400
Stephanie Shellooe, EARD Director: phone number. Is any of these phone numbers shown at the top of the screen, including (877) 853-5247. When prompted for a meeting. Id. Please dial the meeting shown at the bottom of this screen, (618) 237-7396, and when when prompted for a password. Dial one.

173

00:30:18.240 --> 00:30:41.050
Stephanie Shellooe, EARD Director: Alright. So in the group of elected officials, government agencies, and those speaking on behalf of the Community Board, we do not have any registered speakers. So if you are viewing via Youtube or participating in some other way, and you are in that group, and you want to provide testimony, please do complete that registration process now.

174
00:30:43.641 --> 00:30:58.580
Stephanie Shellooe, EARD Director: But seeing that we do not have members of this group signed up to speak, we will now proceed to part. 3 of this public scoping meeting, where members of the general public are invited to speak and provide testimony for up to 3 min

175
00:31:02.540 --> 00:31:12.600
Stephanie Shellooe, EARD Director: again. If anyone is wishing to testify, and having any difficulties, please follow the instructions in red on the bottom of this screen in order to get a

176
00:31:12.840 --> 00:31:15.239
Stephanie Shellooe, EARD Director: for us to get you registered to speak.

177
00:31:19.420 --> 00:31:27.020
Stephanie Shellooe, EARD Director: I am checking our registration process now, and seeing that we do not have any registered speakers at this time.

178
00:31:27.845 --> 00:31:31.939
Stephanie Shellooe, EARD Director: Nor do we have any attendees who have joined

179
00:31:31.960 --> 00:31:33.430
Stephanie Shellooe, EARD Director: by phone

180
00:31:36.000 --> 00:31:38.680
Stephanie Shellooe, EARD Director: If there is anyone who

181
00:31:39.500 --> 00:31:49.679
Stephanie Shellooe, EARD Director: wishes to provide testimony, we're going to ask you to please register via Nyc. Engage at this time on the upcoming meeting. Page.

182
00:31:50.270 --> 00:31:52.570
Stephanie Shellooe, EARD Director: We let's go to our

183
00:31:52.720 --> 00:31:55.439
Stephanie Shellooe, EARD Director: the slide with the 5 min counter

184
00:31:58.004 --> 00:32:12.219
Stephanie Shellooe, EARD Director: as we do not have any registered speakers at this time, we're going to take a 5 min recess to allow anyone who might be watching on Youtube or otherwise to have an opportunity to register to speak.

185
00:32:12.711 --> 00:32:14.880
Stephanie Shellooe, EARD Director: There should be the next slide

186
00:32:14.890 --> 00:32:19.320
Stephanie Shellooe, EARD Director: that has the registration instructions as well as the timer

187
00:32:22.760 --> 00:32:35.410
Stephanie Shellooe, EARD Director: great. So we will reconvene around 2, 36, to see if anyone who has decided that they wish to provide testimony to have an opportunity to complete our registration process.

188
00:32:36.790 --> 00:32:39.690
Stephanie Shellooe, EARD Director: We will return in about 5 min. Thanks, everyone.

189
00:37:45.110 --> 00:38:01.030
Stephanie Shellooe, EARD Director: Hello! Welcome back you are tuning into the remote public scoping meeting for the Park Avenue, Brooklyn rezoning proposal again for the record. I'll note that the City Environmental Quality review or seeker number for this project is 2 4 Dcp. 1, 2, 4 k.

190
00:38:01.472 --> 00:38:30.460
Stephanie Shellooe, EARD Director: We are currently on part 3 of the public scoping meeting where members of the public are invited to speak for up to 3 min to provide their testimony on the proposal. We had just taken a 5 min recess to allow anyone who had not initially had a chance to register, to have a chance to do so. In this pause we have not had any any new folks sign up to register. Nor do we have anyone that is joined via phone

191
00:38:30.923 --> 00:38:37.870
Stephanie Shellooe, EARD Director: at this point? Do we have anyone with us today who wishes to provide testimony?

192
00:38:42.750 --> 00:38:50.960
Stephanie Shellooe, EARD Director: Hearing none at this point we will move to close the public scoping meeting. If we can go to our next slide.

193
00:38:51.620 --> 00:38:55.009
Stephanie Shellooe, EARD Director: Believe we have information on providing written comments.

194
00:38:55.859 --> 00:39:19.630
Stephanie Shellooe, EARD Director: If anyone wishes to provide written testimony. Please note that you can submit your written comments to us through 5 Pm. On Monday, June 10, th 2024, and you can also mail or email those to us at the addresses shown here. Email them to us at 2 4 Dcp, 1, 2, 4 K. Underscore Dl.

195
00:39:19.710 --> 00:39:32.670
Stephanie Shellooe, EARD Director: At planning nyc.gov. Or mail them to us at the New York City Department of City, planning attention myself. Stephanie Shalou at 120, Broadway, 31st floor, new York, New York, 1, 0 2, 7, one

196
00:39:35.120 --> 00:39:42.089
Stephanie Shellooe, EARD Director: again. Note. The comment, period will last until 5 PM. Monday, June 10, th 2024,

197
00:39:42.838 --> 00:39:54.259
Stephanie Shellooe, EARD Director: at this time we will close the public scoping meeting. The time is approximately 2, 39 pm. Thank you all for your time and attention this afternoon. Take care.