PARK AVENUE BROOKLYN REZONING
Chapter 13: Neighborhood Character

A. INTRODUCTION

This chapter assesses the Proposed Actions' potential effects on neighborhood character. As defined in the 2025 *City Environmental Quality Review (CEQR) Technical Manual*, neighborhood character is a mixture of various elements that give neighborhoods their distinct "personality." These elements may include a neighborhood's land use, socioeconomic conditions, historic and cultural resources, urban design and visual resources, transportation, and/or noise conditions. In a neighborhood character assessment under CEQR, one considers how elements of the environment combine to create the context of a neighborhood and how a project may affect that context. Thus, to determine a project's effects on neighborhood character, the elements that contribute to a neighborhood's context are considered together.

As discussed in **Chapter 1, "Project Description,"** the Proposed Actions involve a zoning map amendment and zoning text amendment that would facilitate the redevelopment of nine Applicant-controlled Projected Development Sites within the Project Area. For reasonable worst-case development scenario (RWCDS) purposes, the Proposed Actions would also facilitate the development of three additional Projected Development Sites and would have the potential to result in development at two other non-Applicant controlled sites (Potential Development Sites A and B). 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 dwelling units (DUs), including 124 affordable units pursuant to the Applicant's proposed Mandatory Inclusionary Housing (MIH) Option 1, 244,088 gross-square-feet (gsf) of private school space, 80,155 gsf of local retail space, 11,590 gsf of medical office space, and 151 accessory parking spaces (the With-Action condition) on the 12 Projected Development Sites. Compared to No-Action conditions, the total RWCDS for the Proposed Actions would result in an incremental (net) increase of approximately 481 DUs, including 124 affordable units pursuant to the Applicant's proposed MIH Option 1, 201,838 gsf of private school space, 28,505 gsf of local retail space, and net decreases 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 a net decrease of 100 parking spaces. For CEQR analysis purposes, 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.

This chapter includes a preliminary assessment of neighborhood character, which was prepared in conformance with the 2025 *CEQR Technical Manual*. It describes the defining features of the existing neighborhood character of the study area surrounding the Project Area and considers the potential effects of the Proposed Actions on these defining features. This assessment relies on the technical analyses presented in other chapters of this Environmental Impact Statement (EIS).

B. PRINCIPAL CONCLUSIONS

A preliminary assessment based on the methodology set forth in the 2025 *CEQR Technical Manual* determined that the Proposed Actions would not result in significant adverse impacts related to neighborhood character. The Project Area is located in Bedford-Stuyvesant, a diverse neighborhood in Brooklyn comprised of mainly residential, community facilities, and commercial land uses and building types that is well-served by existing infrastructure and public transportation.

The Proposed Actions are intended to facilitate the development of new residential, retail, and community facility space at the Project Area by increasing the permitted residential, commercial, and community facility FARs within the Project Area. In addition to providing market-rate housing and affordable housing, the Proposed Actions would allow for additional private schools to operate within the Project Area, address their capacity issues, and meet demand for their services in the neighborhood, as well as provide economic opportunities benefitting the surrounding neighborhoods. The RWCDS for the Proposed Actions would comprise a total of approximately 483 DUs, including 124 affordable units pursuant to the Applicant's proposed MIH Option 1, 244,088 gsf of private school space, 80,155 gsf of local retail space, 11,590 gsf of medical office space, and 151 accessory parking spaces on the 12 Projected Development Sites. The RWCDS buildings would accommodate a variety of tenants, including several institutions, retail designed to cater to the needs of the surrounding neighborhoods, as well as medical offices. 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. 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 III(B) schools as-of-right. In addition, 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 Actions would also 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 in a transit-rich area of the City, creating much needed job opportunities and affordable housing.

As described elsewhere in this EIS and summarized herein, the Proposed Actions would not result in significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; urban design and visual resources; or noise. As discussed in greater detail below, the significant adverse open space and transportation (traffic and pedestrian) impacts that would occur as a result of the Proposed Actions would not affect any defining feature of neighborhood character, nor would a combination of moderately adverse effects (related to any of the above-mentioned technical analysis areas) affect such a defining feature. While the Proposed Actions would result in significant adverse indirect impacts to open space, open space is not a defining feature of the neighborhood, and therefore, the indirect open space impact would not result in an impact to neighborhood character. While the Proposed Actions would result in increased transportation activities and significant adverse traffic and pedestrian impacts, these impacts would not result in a significant change to one of the determining elements of neighborhood character, and the resulting conditions would be similar to those seen in the study area and would not create levels of activity or service conditions that would be out of character with the surrounding neighborhood. Therefore, the changes in transportation due to the Proposed Actions would not result in any significant adverse impacts on neighborhood character. Moreover, the Proposed Actions' combined effects in all technical areas that contribute to neighborhood character would not result in any significant adverse impacts on neighborhood character.

C. METHODOLOGY

The 2025 *CEQR Technical Manual* states that an assessment of neighborhood character is needed when a project has the potential to result in significant adverse impacts in any of the following technical areas: land use, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise. The 2025 *CEQR Technical Manual* states that, even if a project does not have the potential to result in a significant adverse impact in any specific technical area(s), an assessment of neighborhood character may be required if the project would result in a combination of moderate effects to several elements that may cumulatively affect neighborhood character. A "moderate" effect is generally defined as an effect considered reasonably close to the significant adverse impact threshold for a particular analysis area.

A preliminary assessment of neighborhood character determines whether changes expected in other technical analysis areas may affect a defining feature of neighborhood character. The key elements that define neighborhood character, and their relationships to one another, form the basis of determining impact significance; in general, the more uniform and consistent the existing neighborhood context, the more sensitive it is to change. A neighborhood that has a more varied context is typically able to tolerate greater change without experiencing significant adverse impacts. If there is no potential for a project to affect the defining features of neighborhood character, a detailed assessment is not warranted. Pursuant to the 2025 *CEQR Technical Manual*, the preliminary assessment evaluates the expected changes resulting from the Proposed Actions in the above technical areas using the findings from the respective chapters of this EIS to identify whether the Proposed Actions would result in any significant adverse impacts or moderate adverse effects in these technical areas, and whether any such changes would have the potential to affect the defining features of neighborhood character.

Study Area

According to the 2025 *CEQR Technical Manual*, the study area for a preliminary assessment of neighborhood character is typically consistent with the study areas utilized in the relevant technical areas assessed under CEQR that contribute to the defining features of the neighborhood. Therefore, the study area for this analysis is the same as those used in land use and urban design assessments. As shown in **Figure 13-1**, the 0.25-mile secondary study area for the assessment of the Proposed Actions on neighborhood character generally extends as far north as Heyward Street, as far east as Marcy Avenue, as far south as the lots on the south side of Willoughby Avenue, and as far west as Taaffe Place

D. PRELIMINARY ASSESSMENT

Defining Features

Project Area

As shown in **Figure 13-1**, 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 Project Area comprises portions of Blocks 1715, 1716, 1717, 1735, and 1736, with a total lot area of approximately 212,944 sf. The Project Area is currently occupied by institutional, commercial,

industrial, residential, and mixed-uses, as well as vacant lots (refer to **Figure 13-1**). A description of each of the tax lots within the Project Area is provided below and summarized in **Table 13-1**.

TABLE 13-1
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	-	M1-2	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	59[1] (p/o)*	81 Spencer Street	7,500	8,911	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	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 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.

As described above, the Project Area contains several Projected Development Sites: Projected Development Site 1 (Block 1715; Lot 3), Projected Development Site 2 (Block 1716; Lot 3), Projected Development Site 3 (Block 1716; Lot 61), Projected Development Site 4 (Block 1717, Lot 60), Projected Development Site 5 (Block 1736, Lot 1), Projected Development Site 6 (Block 1736, Lots 10, 18, 61-63), Projected Development Site 7 (Block 1716, Lots 59-60), Projected

Development Site 8 (Block 1735, Lots 13-14), Projected Development Site 9 (Block 1735, Lots 5, 11-12), Projected Development Site 10 (Block 1735, Lot 3), Projected Development Site 11 (Block 1735, Lots 61-62), and Projected Development Site 12 (Block 1717, Lot 2). The Projected Development Sites are further described below.

PROJECTED DEVELOPMENT SITES

Projected Development Site 1

Projected Development Site 1 is comprised of Block 1715, Lot 3 and is an Applicant-controlled site. Projected Development Site 1 contains a two-story approximately 23,861 gsf (1.69 FAR) health care center with pharmacy, medical office, and retail space on the 12,271 square feet (sf) corner lot.

Projected Development Site 2

Projected Development Site 2 is comprised of Block 1716, Lot 3. Lot 3 is a 12,500 sf interior lot and an Applicant-controlled site. Projected Development Site 2 is currently unimproved and vacant (0.0 FAR).

Projected Development Site 3

Projected Development Site 3 is comprised of Block 1716, Lot 61, and is an Applicant-controlled site. Lot 61 is a 11,657 sf lot that contains a one-story 11,657 gsf (0.87 FAR) commercial building utilized as a plumbing supply store.

Projected Development Site 4

Projected Development Site 4 is comprised of Block 1717, Lot 60 and is an Applicant-controlled site. Lot 60 is a 10,775 sf (0.0 FAR) surface parking lot utilized by a rental car company. Approximately 10,000 sf of the lot is located within the Project Area.

Projected Development Site 5

Projected Development Site 5 is comprised of Block 1736, Lot 1. Lot 1 is an Applicant-controlled site and contains a tire shop (0.0 FAR) at the 16,450 sf lot.

Projected Development Site 6

Projected Development Site 6 is comprised of Block 1736, Lots 10, 18, 61-63 and is an Applicant-controlled site. Lot 10[1] is a 10,000 sf lot occupied by a one-story 2,500 gsf (0.87 FAR) commercial building that is owned by the Central United Talmudic Academy on 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 (1.8 FAR) 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 (3.48 FAR) 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 (0.87 FAR) building used as an accessory building to the Central United Talmudic Academy on Lot 14.

[1] 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.

Projected Development Site 7

Projected Development Site 7 is comprised of Block 1716, Lots 59 and 60 and is a site that is not under control of the Applicant. Lots 59 and 60 are both currently unimproved, 2,444 sf (0.0 FAR) vacant lots.

Projected Development Site 8

Projected Development Site 8 is comprised of Block 1735, Lots 13 and 14 and is an Applicant-controlled site. Lot 13 is a 2,500 sf lot occupied by a nonconforming two-story 1,400 gsf (0.51 FAR) residential building containing two DUs. Lot 14 is a 5,000 sf lot that is occupied by a 5,000 gsf (0.87 FAR) one-story house of worship.

Projected Development Site 9

Projected Development Site 9 is comprised of Block 1735, Lots 5, 11, and 12 and is an Applicant-controlled site. Lot 5 is a 10,725 sf lot that is occupied by a one-story 10,725 gsf (0.87 FAR) 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 contain a one-story 5,000 gsf (1.74 FAR) commercial building occupied by a HVAC supply store.

Projected Development Site 10

Projected Development Site 10 is comprised of Block 1735, Lot 3 and is an Applicant-controlled site. Projected Development Site 10 contains a 6,612 sf surface parking lot (0.33 FAR).

Projected Development Site 11

Projected Development Site 11 is comprised of Block 1735, Lots 61 and 62. Lots 61 and 62 are not under the control of the Applicant. Lots 61 and 62 are each 2,500 sf lots. Lot 62 is occupied by a one-story 1,400 gsf (0.49 FAR) warehouse, and Lot 61 is used for open storage (0.0 FAR).

Projected Development Site 12

Projected Development Site 12 is comprised of Block 1717, Lot 2. Lot 2, a 13,613 sf lot, is a site not under the control of the Applicant and is used for surface parking (0.0 FAR).

0.25-Mile Secondary Study Area

The 0.25-mile secondary study area generally extends as far north as Heyward Street, as far east as Marcy Avenue, as far south as the lots on the south side of Willoughby Avenue, and as far west as Taaffe Place. As shown in **Figure 13-1**, the 0.25-mile secondary study area encompasses a variety of land uses, including residential, mixed-use residential and commercial, commercial, industrial/manufacturing, transportation/utility uses, public facilities and institutions, open spaces, parking facilities, and vacant land.

Residential buildings in the study area mostly consist of low- to mid-density, multi-family buildings, with building heights typically ranging between two- to six-stories. There are also several higher density multi-family buildings and mixed-use residential and commercial buildings located in the study area including 376 Flushing Avenue and 378 Flushing Avenue. 376 Flushing Avenue is a recently constructed (2020), nine-story multi-family elevator building with 86 DUs; and 378 Flushing Avenue is a recently constructed (2021), eight-story multi-family elevator residential building with 122 DUs. Additionally, the study area contains 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 DUs.

Commercial and mixed-use residential and commercial buildings are generally located along major thoroughfares in the study area, such as Flushing, Bedford, Park, Myrtle, and Marcy Avenues, and are generally low-to mid-rise, ranging from one- to six-stories in height. There are some standalone commercial uses in the study area of higher density, such as 18 Spencer Street and 31 Spencer Street. 18 Spencer Street is a recently constructed (2018), 12-story office building and 31 Spencer Street is a recently constructed (2020), 15-story office building. Other commercial uses in the study area include hotels, local retail (such as eating and drinking establishments, clothing stores, beauty salons, and convenience stores), and local service uses (such as wholesale, grocery, and hardware stores).

Industrial/manufacturing lots are typically occupied by one- to-three-story buildings and structures occupied by a wide array of industrial/manufacturing businesses, including contractors, distributors, wholesalers, electric, wood, stone, and tile manufacturers, and warehouses. Transportation/utility uses in the study area typically include auto-body and auto repair shops, and the largest transportation/utility use in the study area is a NYC Department of Sanitation (DSNY)-owned building (Block 1718, Lot 1). Public/institutional uses in the study area include houses of worship and yeshivas.

Marcy Playground is a 3.2-acre open space owned and operated by the New York City Department of Parks and Recreation (NYC Parks). The playground features handball and volleyball courts, playground equipment, spray showers, bench seating, and tree plantings. Additional open spaces in the study area include Sarah J.S. Tompkins Garnet Playground (1.1 acres), Taaffe Playground (1.82 acres), Stockton Playground (1.09 acres), and Vernon New Harvest Community Garden (0.17 acres).

The 0.25-mile secondary study area also contains substantial transportation infrastructure. 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 miles 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.

The 0.25-mile secondary study area is zoned with M1-1, M1-2, M1-2/R6A (MX-4), M1-3, M1-5, R6, R6A, R6B, R7-1, R7A, and R7D districts. Pursuant to recent zoning map amendments (CEQR Nos. 21DCP203K and 23DCP128K), the southernmost portion of Block 1735 and northernmost portion of Block 1751 along Myrtle Avenue between Spencer Street and Walworth Street was rezoned from M1-1 and M1-2, respectively, to R7D/C2-4 district. In addition, another recent zoning map amendment (CEQR No. 21DCP094K) rezoned the northeastern-most corner of Block 1898 and northwestern-most corner of Block 1899 along Park Avenue and Franklin Avenue from an M1-1 to an M1-4/R6A (MX-4) district.

Assessment of the Potential to Affect the Defining Features of the Neighborhood

The sections below discuss potential changes resulting from the Proposed Actions in the following technical areas that are considered in the neighborhood character assessment pursuant to the 2025 *CEQR Technical Manual:* land use, zoning and public policy; socioeconomic conditions; open space; urban design and visual resources; transportation; and noise. The assessment uses the findings from the pertinent chapters of this EIS to identify whether the Proposed Actions and resultant RWCDS development would result in any significant adverse impacts or moderate

adverse effects in these technical areas, and whether any such changes would have the potential to affect the defining features of neighborhood character. As described below, defining features of the study area's neighborhood character would not be adversely affected either through the potential of any significant adverse impact or in combination with any other moderate effects in the relevant technical areas.

Land Use, Zoning, and Public Policy

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Actions on land use, zoning and public policy, either individually or in combination with potential impacts in other relevant technical areas discussed in this section. As described in **Chapter 2, "Land Use, Zoning, and Public Policy,"** no significant adverse impacts related to land use, zoning or public policy would occur in the future with the Proposed Actions. The Proposed Actions would not adversely affect surrounding land uses, nor would the Proposed Actions generate land uses that would be incompatible with land use, zoning or public policy within the secondary study area.

Under the total RWCDS for the Proposed Actions, the Projected Development Sites would be redeveloped with mixed-use buildings that would accommodate additional commercial uses and residential uses, as well as additional community facility buildings for new and/or expanded private school uses in an area of the City that is well-served by existing infrastructure and public transportation.

The uses and bulk permitted by the Proposed Actions would be compatible with adjacent development projects and trends. The Proposed Actions would permit residential use in the Project Area, aiding in the expansion of the City's housing supply, including the supply of available affordable housing. The Proposed Actions would also create opportunities for additional non-residential uses, including community facility, commercial, and light industrial uses. The Proposed Actions would allow for additional schools to operate within the Project Area, address their capacity issues, and meet demand for their services in a neighborhood that has existing school uses. Therefore, the Proposed Actions would result in new mixed-use developments that, in addition to being appropriate for the Project Area, would complement and improve the diverse, mixed-use land use character of the study area.

Furthermore, the Proposed Actions would not result in development that would conflict with adopted, applicable public policies, including OneNYC 2050, New York Works, *Get Stuff Built*, *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, *Housing New York, Where We Live NYC Plan*, and the Waterfront Revitalization Program (WRP). Rather, the Proposed Actions would be consistent with applicable public policies, including the City's public policies implemented to address the City's housing market and affordable housing challenges. Therefore, the Proposed Actions' effects on land use, zoning, and public policy would not result in significant adverse impacts on neighborhood character.

Socioeconomic Conditions

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Actions on socioeconomic conditions, either individually or in combination with potential impacts in other relevant technical areas discussed in this section. As described in **Chapter 3, "Socioeconomic Conditions,"** the Proposed Actions would not result in significant adverse socioeconomic impacts on direct residential displacement, direct business/institutional displacement, indirect residential displacement, indirect business/institutional displacement, or adversely affect specific industries in the Project Area or surrounding study area.

Regarding potential direct displacement, the Proposed Actions could directly displace two residential DUs or approximately five residents in the Project Area. According to the 2025 *CEQR Technical Manual*, direct displacement of fewer than 500 residents would not typically be expected to substantially alter the socioeconomic character of a neighborhood, and the Proposed Actions would not result in significant adverse impacts due to direct residential displacement. The Proposed Actions could also result in the displacement of an estimated 145 existing employees at 19 existing businesses on the Projected Development Sites. This direct displacement would not result in significant adverse direct business impacts in the study area, as the 19 existing businesses potentially directly displaced by the Proposed Actions do not provide products or services essential to the local economy that would no longer be available to residents and businesses due to the difficulty of relocating. Furthermore, none of the 19 existing businesses in the Project Area are subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, and the goods and services provided by the 19 existing businesses in the Project Area would still be found within the overall study area and in nearby areas of Brooklyn and would therefore continue to be available to local residents and businesses. Therefore, the potential direct displacement of the 19 existing businesses do not constitute a significant adverse impact on the socioeconomic conditions of the 0.5-mile study area.

Regarding potential indirect residential displacement, a preliminary assessment determined that the Proposed Actions would not introduce a large enough population relative to the size of the population expected to reside in the study area without the Proposed Actions to alter rental market conditions in the study area. The Proposed Actions would facilitate new residential development as well as commercial and community facility uses and would create more housing opportunities for households at a range of incomes, including a substantial number of low-income units, that would further enhance the economic diversity of the study area.

The Proposed Actions are expected to improve the housing market in the study area and would allow for new housing opportunities and investments in the study area. The proposed zoning text amendment to map an MIH Area, at minimum, would ensure new housing created in the Project Area would serve households at a range of incomes. The Proposed Actions would result in the development of up to approximately 483 total DUs, of which approximately 97-145 would be income-restricted units under MIH Option 1, 2, or 3; however, on a wider scale, the Proposed Actions would not represent a shift from current market trends in the study area but rather add critical housing supply to a local rental market with existing tight conditions, likely aiding overall affordability in the study area. Therefore, the Proposed Actions would not have the potential to result in significant adverse socioeconomic impacts due to indirect residential displacement.

Regarding indirect business displacement, the study area has well-established residential and commercial markets such that the Proposed Actions would not introduce new economic activities or significantly alter or accelerate existing economic patterns. The addition of new residents and workers would increase demand for the goods and services provided by existing businesses in the study area. The Proposed Actions would not result in significant indirect business displacement and therefore would not indirectly substantially reduce employment or have an impact on the economic viability in any specific industry or category of business in the study area.

The Proposed Actions' resident and worker populations would become new customers at many of the existing retail businesses in the study area, and the mixture of market-rate and affordable DUs resulting from the Proposed Actions would maintain a diverse residential customer base to shop at retail stores. Overall, as there would be no significant impacts to socioeconomic conditions with respect to the five analysis categories as summarized above, there would be no significant adverse impacts on neighborhood character.

Open Space

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Actions on publicly accessible open space, either individually or in combination with potential impacts in other relevant technical areas discussed in this section. As described in **Chapter 4, "Open Space,"** the Proposed Actions would not result in the physical loss of existing public open space resources, and would not result in any significant adverse shadows, operational air quality, operational noise, and construction impacts that would affect the usefulness of any publicly accessible open space.

As also described in **Chapter 4**, a detailed open space analysis was conducted for a residential (0.5-mile) study area. The detailed analysis determined that the incremental residential population generated by the Proposed Actions would result in significant adverse indirect impacts to total, passive, and active open space ratios in the residential study area. While the potential for increased usage of the residential study area's open space resources may lead to lower open space ratios of total, passive, and active open space per resident in the residential study area, their function and aesthetic contributions to the overall study area would remain unchanged. Moreover, the RWCDS buildings are anticipated to contain 20,000-sf (0.46-acres) of rooftop recreational space located on top of Projected Development Sites 2, 6, and 8. While these spaces would be restricted to students at the proposed private schools, it is expected that the private rooftop spaces would be utilized by students during after school hours and could alleviate the demand on the existing publicly accessible open space resources in the surrounding area. As open space is not a defining feature of neighborhood character, the significant adverse open space impacts would not result in an impact to neighborhood character.

Urban Design and Visual Resources

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Actions on urban design and visual resources, either individually or in combination with potential impacts in other relevant technical areas discussed in this section. As described in **Chapter 5, "Urban Design and Visual Resources,"** the Proposed Actions would facilitate several buildings with bulk characteristics and density beyond what is currently permitted as-of-right in the Project Area, which would create a notable change in the urban design character of the Project Area and study area. Compared to the future without the Proposed Actions, the visual appearance, and thus the pedestrian experience of the Project Area, would change considerably. However, this change would not constitute a significant adverse urban design impact as it would not negatively affect a pedestrian's experience of the Project Area.

Development facilitated by the Proposed Actions is expected to positively affect the urban design character of the Project Area and improve the pedestrian experience in its vicinity and the surrounding study area. The Proposed Actions would result in the construction of active ground-floor uses, including retail, community facility spaces such as medical offices, and residential lobbies, reactivating the corridors of the Project Area and making the area more accessible, safe, and enjoyable for pedestrians. The RWCDS buildings that are expected to be constructed as a result of the Proposed Actions would be consistent with the heights and densities of these surrounding neighborhoods, while activating the corridors of the Project Area with pedestrian-oriented spaces. The Proposed Actions would result in development that would create continuous streetscapes for pedestrians along the corridors of the Project Area, replacing underutilized properties with active ground-floor spaces, enlivening the surrounding streetscapes and improving the pedestrian experience.

Although the Proposed Actions would result in the construction of larger buildings than the buildings that would occupy the Project Area in the No-Action condition, the Proposed Actions

would not change views of visual resources in the study area, nor would the Proposed Actions alter the contexts and settings of visual resources in the study area. Therefore, no significant adverse impact related to urban design or visual resources would occur because of the Proposed Actions. While the Proposed Actions would result in a notable change in the urban design of the Project Area and would alter some views of the neighborhood from within the study area, these changes are expected to allow for an improved urban design experience for pedestrians and an overall improvement in urban design conditions in the study area. Therefore, no significant adverse impacts on neighborhood character would occur.

Transportation

As described in **Chapter 8, "Transportation,"** the Proposed Actions would result in significant adverse traffic impacts at nine intersections (all signalized) during one or more analyzed peak hours; specifically four lane groups at four intersections during the weekday AM peak hour, no lane groups at any intersections in the midday peak hour, 10 lane groups at nine intersections in the PM peak hour, and no lane groups at any intersections in the Saturday peak hour. **Chapter 16, "Mitigation,"** discusses potential measures to mitigate these significant adverse traffic impacts. As detailed therein, implementation of traffic engineering improvements such as signal timing changes, modifications to lane striping, curbside parking regulation changes, and a new traffic signal, are being proposed and would provide mitigation for some of the anticipated traffic impacts. The proposed traffic engineering improvements will be implemented at the discretion of the New York City Department of Transportation (DOT). If DOT determines that implementation of the proposed traffic engineering improvement at one or more locations is infeasible, then that impact would remain unmitigated and would constitute an unavoidable adverse impact. Nevertheless, while there would be increased vehicular traffic as a result of the Proposed Actions, the resulting conditions would be similar to those already experienced in the Project Area, and would not result in conditions that would be out of character in the neighborhood. Thus, the changes in traffic due to the Proposed Actions would not result in a significant adverse impact on neighborhood character.

Based on *CEQR Technical Manual* criteria, six sidewalks would be significantly adversely impacted by the Proposed Actions in one or more of the analyzed peak hours. **Chapter 16** discusses potential measures to mitigate these significant adverse pedestrian impacts. As detailed therein, recommended mitigation measures consisting of the relocation or removal of impediments to sidewalk flow and sidewalk widening would fully mitigate the impacts to ~~one~~ five sidewalks during the weekday AM and PM peak hours. One sidewalk would remain unmitigated during the weekday AM peak hour. If DOT determines that implementation of any one recommended pedestrian mitigation measures is infeasible~~In addition, DOT has identified potential mitigation measures for the remaining five sidewalk impacts, which include widening the sidewalks by five feet and eliminating the parking lane for the entire block of these sidewalks. These mitigation measures will continue to be explored by the Applicant in collaboration with DCP and DOT. If no mitigation measures are implemented~~, and no other mitigation measures are identified, these impacts would remain unmitigated and would constitute unavoidable adverse impacts. However, should certain impacts remain unmitigated, the impacts would be localized and would not rise to a level where they would alter defining features of the primary or secondary study areas. Therefore, this increase in pedestrian volumes would not result in a significant adverse impact to neighborhood character.

Noise

The defining features of the neighborhood would not be adversely affected due to potential noise effects of the Proposed Actions, either singly or in combination with potential impacts in other relevant technical areas. As described in **Chapter 11, "Noise,"** the analysis finds that the

Proposed Actions would not result in any significant adverse noise impacts at nearby noise receptors. During all time periods except for weekday PM and school PM, the With-Action Condition noise levels from project-generated traffic were determined to be within approximately 2.3 dBA of No-Action noise levels, which would be considered imperceptible and not significant according to *CEQR Technical Manual* impact criteria. During the weekday PM and school PM time periods, With-Action Condition noise levels from project-generated traffic would be no more than 3 dBA greater than No-Action levels at receptors along Walworth Street between Park Avenue and Myrtle Avenue, which would be considered a "just noticeable" change. While this would typically be considered a significant adverse impact according to the *CEQR Technical Manual* impact criteria, the total With-Action Condition $L_{10(1)}$ noise levels at these peak hours would remain below 70 dBA and, as any receptor building façade would be expected to provide a minimum of 25 dBA window/wall attenuation, interior noise levels at this receptor would be expected to remain below the acceptable threshold of 45 dBA for residential and community facility uses and 50 dBA for commercial offices at all times.

Within the Project Area, the commercial office at 48 Spencer Street and the school at 84 Sandford Street were identified as having line of sight to proposed playgrounds introduced by the RWCDS for the Proposed Actions. At these locations, the cumulative noise from the With-Action traffic and proposed playgrounds were considered. The With-Action Condition noise levels at 48 Spencer Street were determined to be within 2 dBA of No-Action noise levels, which would be considered imperceptible and not significant according to *CEQR Technical Manual* impact criteria. The With-Action noise levels at 84 Sandford Street were determined to be up to approximately 5 dBA above the No-Action noise levels. While this would typically be considered a significant adverse impact according to the *CEQR Technical Manual* impact criteria, the façade of the building would provide 32 dBA of window/wall attenuation, resulting in interior noise levels remaining below the acceptable threshold of 45 dBA for classroom or community facility use. Consequently, these significant adverse noise increases would not constitute a significant adverse noise impact, nor would predicted noise levels at any other receptors rise to the level of a significant adverse impact.

As a result, there would be no noise-related impacts on neighborhood character as a result of the Proposed Actions.

Potential for Combined Effects on Neighborhood Character

As stated in the 2025 *CEQR Technical Manual*, if a project would have the potential to affect the defining features of the neighborhood through a combination of moderate effects in relevant technical areas, then a detailed assessment may be required.

Though the Proposed Actions would result in small to moderate effects in technical areas that contribute to neighborhood character, these combined effects would not result in any significant adverse impacts on neighborhood character. Moreover, while the Proposed Actions would result in significant adverse impacts to open space and transportation, these impacts would not individually nor in combination with other technical areas result in significant adverse impacts on neighborhood character. The Proposed Actions would facilitate the development of new residential, retail, and community facility space at the Project Area by increasing the permitted residential, commercial, and community facility FARs within the Project Area. In addition to providing market-rate housing and affordable housing, the Proposed Actions would allow for additional schools to operate within the Project Area, address their capacity issues, and meet demand for their services in the neighborhood, as well as provide economic opportunities benefitting the surrounding neighborhoods. In addition, 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 Actions 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 in a transit-rich area of the City, creating much needed job opportunities and affordable housing.

Thus, based on the results of the preliminary assessment, there is no potential for the Proposed Actions to result in significant adverse impacts to neighborhood character, and further analysis is not warranted.