City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) SHORT FORM

FOR UNLISTED ACTIONS ONLY • *Please fill out and submit to the appropriate agency* (see instructions)

Part I: GENERAL INFORMATION

1. *Does the Action Exceed Any Type I Threshold in 6 NYCRR Part 617.4 or 43 RCNY §6-15(A) (Executive Order 91 of 1977, as amended)?* ☐ YES ☒ NO

If "yes," **STOP** and **complete the FULL EAS FORM**.

2. *Project Name* 2959 Avenue Y Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
24DCP021K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
220026ZMK N220027ZRK	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY NYC Department of City Planning			NAME OF APPLICANT Yaakov Marcus		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Director of Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Hiram A. Rothkrug, Environmental Studies Corp.		
ADDRESS 120 Broadway, 31st floor			ADDRESS 55 Water Mill Lane		
CITY New York	STATE NY	ZIP 10271	CITY Great Neck	STATE NY	ZIP 11201
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 718-343-0026	EMAIL hrothkrug@environmentalstudiescorp.com	

5. *Project Description*

The Applicant, Yaakov Marcus, seeks a zoning map amendment to rezone Block 7423, Lots 36, 38 and p/o Lot 11 (the "Rezoning Area") from an R5 zoning district to an R7D zoning district and a Zoning Text Amendment to Appendix F of the Zoning Resolution to designate the Rezoning Area a Mandatory Inclusionary Houseing Area (MIH). The Proposed Actions would facilitate the development of a ten-stories (115 feet high) mixed-use community facilityl/residential building (Lots 36 and 38) and contain a total of 96,261 gsf (80,561 zsf with 5.6 FAR) consisting of 45,131 gsf (45,131 zsf with 3.1 FAR) of residential floor area with 53 dwelling units (dwelling factor of 850 sf) and 51,130 gsf (36,744 zsf with 2.5 FAR) of ground-floor community facility use space. Of the 53 dwelling units, 13-19 (25-30%) would be affordable units pursuant to MIH. Twenty parking spaces (fifty percent of the 40 market-rate apartments) would be provided. The proposed Rezoning Area is a corner property with approximately 25,270 square feet of lot area located in the Sheepshead Bay neighborhood of Brooklyn Community District 15. It has 200 feet of frontage along Avenue Y and 125 feet of frontage along both Brown Street and Haring Street. The Rezoning Area is wholly located within an R5 zoning district.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 15	STREET ADDRESS 2959 Avenue Y
TAX BLOCK(S) AND LOT(S) Block 7423, Lots 36 and 38 and Block 7423 p/o Lot 11.		ZIP CODE
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Avenue Y between Haring and Brown Streets		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R5		ZONING SECTIONAL MAP NUMBER 29a

6. *Required Actions or Approvals* (check all that apply)

City Planning Commission: ☒ YES ☐ NO ☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE
☐ HOUSING PLAN & PROJECT	☐ OTHER, explain:	

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Board of Standards and Appeals*:** ☐ YES ☒ NO
☐ VARIANCE (use)
☐ VARIANCE (bulk)
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

Other City Approvals Subject to CEQR (check all that apply)
☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☐ FUNDING OF CONSTRUCTION, specify:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)
☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

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

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

☒ SITE LOCATION MAP ☒ ZONING MAP ☐ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)
Total directly affected area (sq. ft.): 25,270
Roads, buildings, and other paved surfaces (sq. ft.): 25,270
Waterbody area (sq. ft) and type:
Other, describe (sq. ft.):

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)
SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 94,316
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 94,316
HEIGHT OF EACH BUILDING (ft.): 78.5
NUMBER OF STORIES OF EACH BUILDING: 7

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: 14,386
The total square feet not owned or controlled by the applicant: 10,885

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 14,387 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 143,870 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 14,387 sq. ft. (width x length)

Description of Proposed Uses (please complete the following information as appropriate)

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	45,131		51,130	
Type (*e.g.,* retail, office, school)	53 units		school and synagogue	

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 133 NUMBER OF ADDITIONAL WORKERS: 53
Provide a brief explanation of how these numbers were determined: 2.51 average HH size 2020 census Neighborhood Tabulation Data, Popfactfinder.planning.nyc.gov; Employee number provided by the Applicant.

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2025

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 12

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO | IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

10. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: community facility

Part II: TECHNICAL ANALYSIS

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

- If the proposed project can be demonstrated not to meet or exceed the threshold, check the "no" box.
- If the proposed project will meet or exceed the threshold, or if this cannot be determined, check the "yes" box.
- For each "yes" response, provide additional analyses (and, if needed, attach supporting information) based on guidance in the CEQR Technical Manual to determine whether the potential for significant impacts exists. Please note that a "yes" answer does not mean that an EIS must be prepared—it means that more information may be required for the lead agency to make a determination of significance.
- The lead agency, upon reviewing Part II, may require an applicant to provide additional information to support the Short EAS Form. For example, if a question is answered "no," an agency may request a short explanation for this response.

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Early Childhood Programs:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		

	YES	NO
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See Historic and Cultural Resources section		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☒	☐
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☐	☒
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See Section 5: Hazardous Materials	☐	☒
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	☐	☒
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒

	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 3,358		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 14.2 m		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop, or Citywide Ferry Service landing?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☒
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☐	☒
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality;	☐	☒

	YES	NO
Hazardous Materials; Noise?		
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☐	☒
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

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

Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.

APPLICANT/REPRESENTATIVE NAME	DATE
Kathleen M Feeney, AICP, Environmental Studies Corp.	6/2/23

SIGNATURE

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

2959 Avenue Y, Brooklyn

Area Map

Block: 7423, Lots: 11 (p/o), 36 & 38

Project Information

- 600' Radius
- Development Site
- Area Proposed to be Rezoned

Existing Commercial Overlays & Zoning Districts

C1-1	C2-1	Zoning Districts	
C1-2	C2-2	Special Districts	
C1-3	C2-3		
C1-4	C2-4		
C1-5	C2-5		

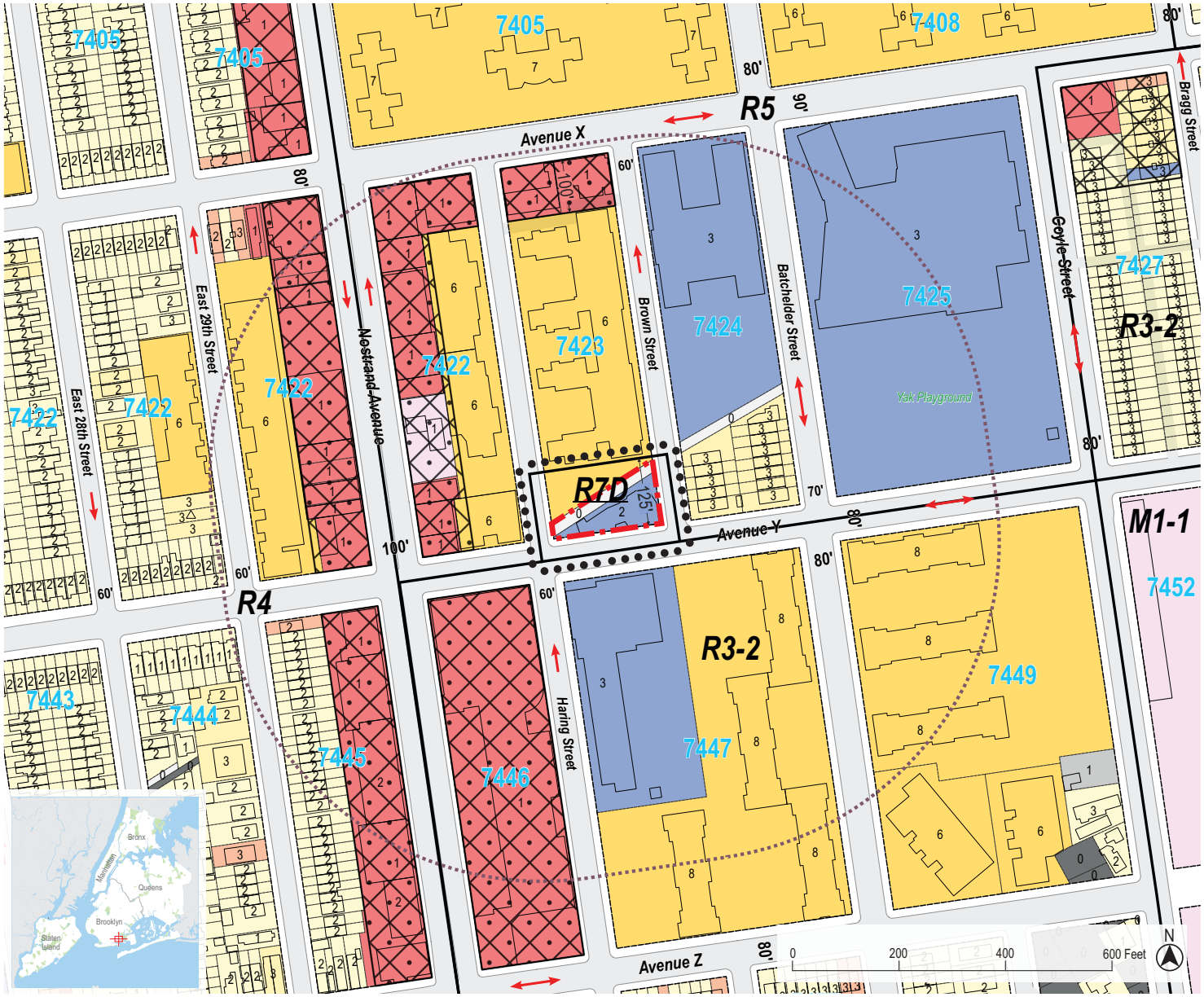
- Subway Entries
- 5037 Block Numbers
- Property Lines
- 5 Number of Floors

Land Uses

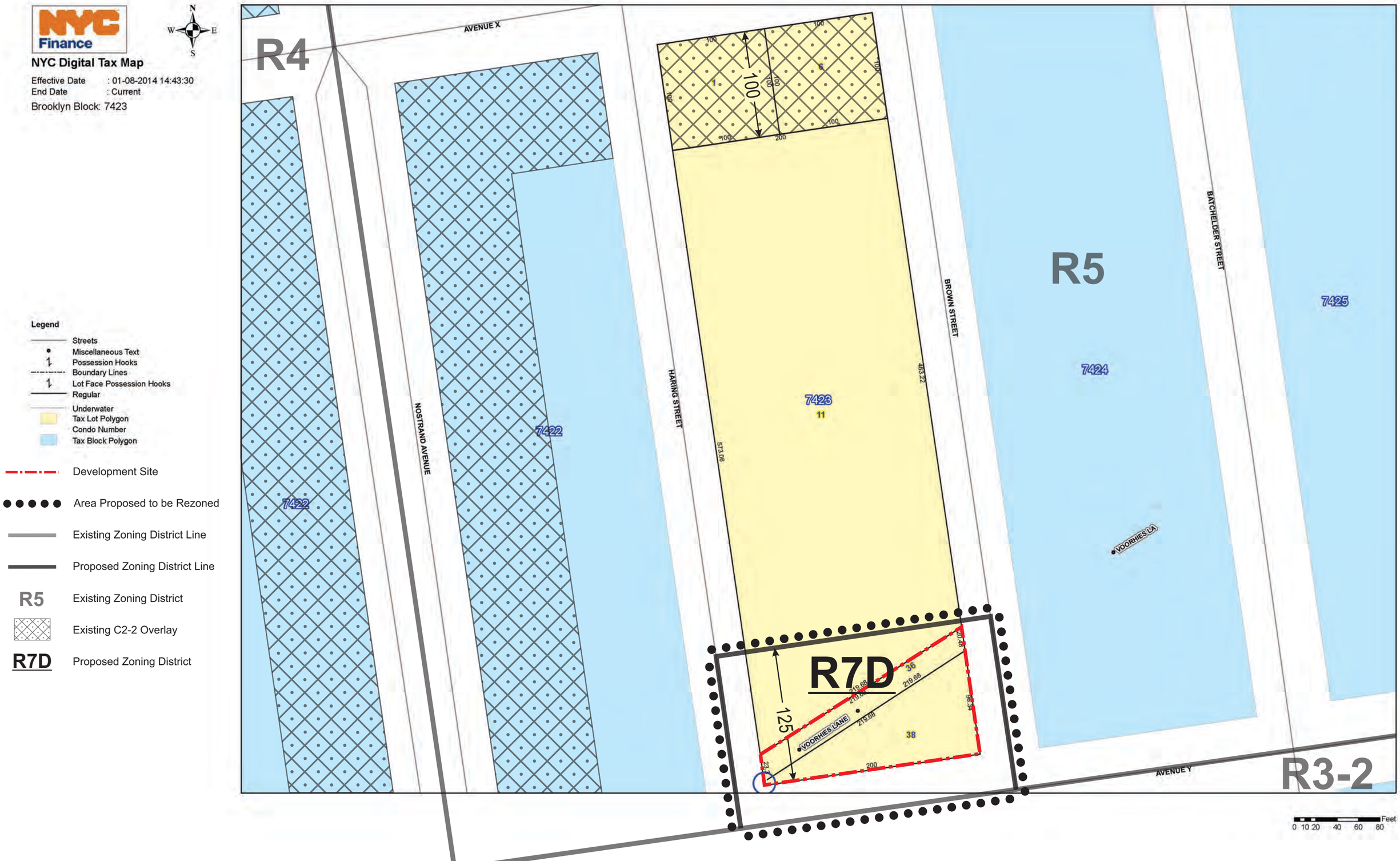
- One & Two Family Residential Buildings
- Multi-Family Residential Buildings (Walk-up)
- Multi-Family Residential Buildings (Elevator)
- Mixed Residential & Commercial Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- No Data/Other

October 2019

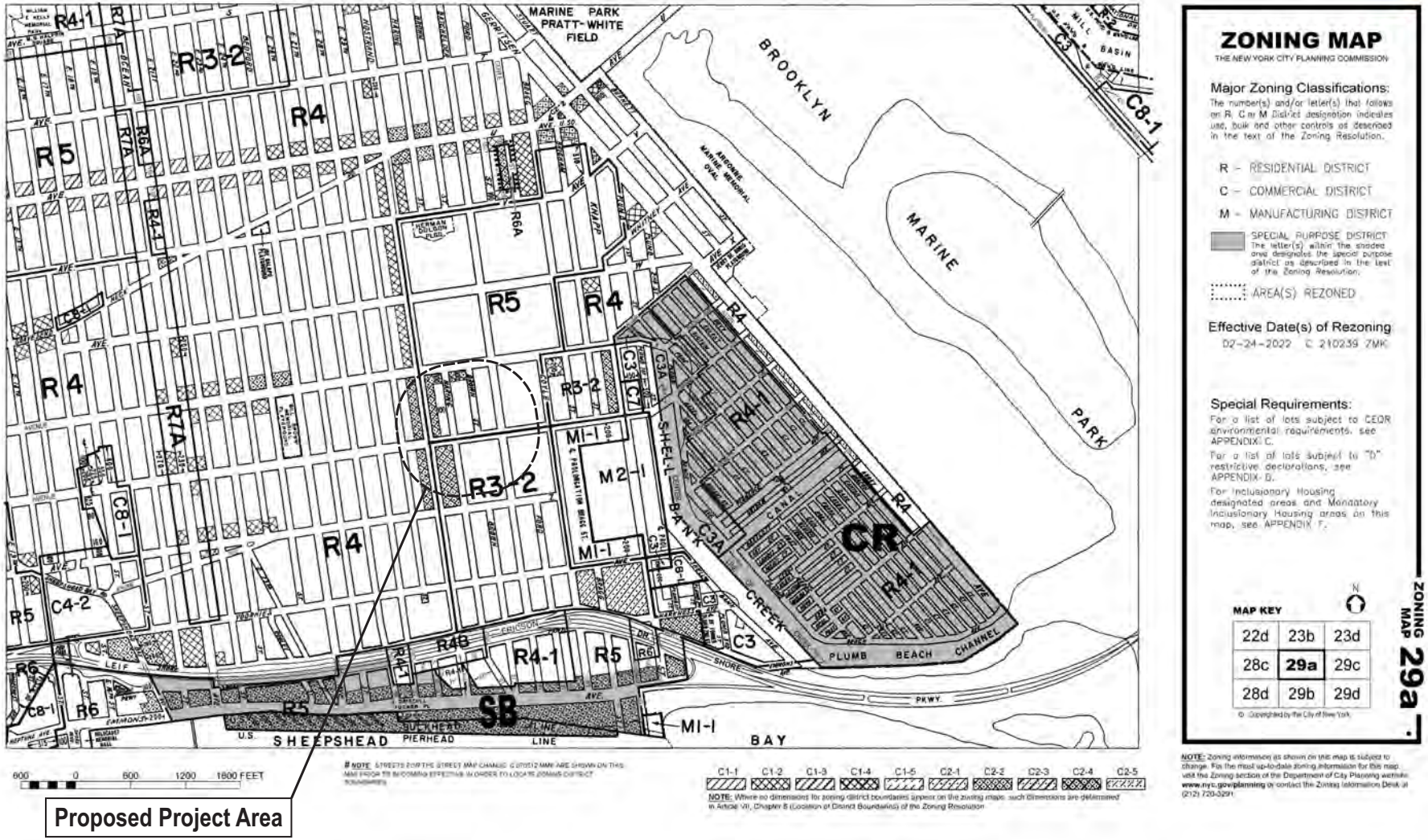
Urban Cartographics



2959 Avenue Y, Brooklyn



2959 Avenue Y, Brooklyn



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT

C – COMMERCIAL DISTRICT

M – MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning

02-24-2022 C 210239 ZMK

Special Requirements:

For a list of lots subject to CEQR environmental requirements, see APPENDIX C.

For a list of lots subject to "D" restrictive declarations, see APPENDIX D.

For Inclusionary Housing designated areas and Mandatory Inclusionary Housing areas on this map, see APPENDIX F.

MAP KEY

22d	23b	23d
28c	**29a**	29c
28d	29b	29d

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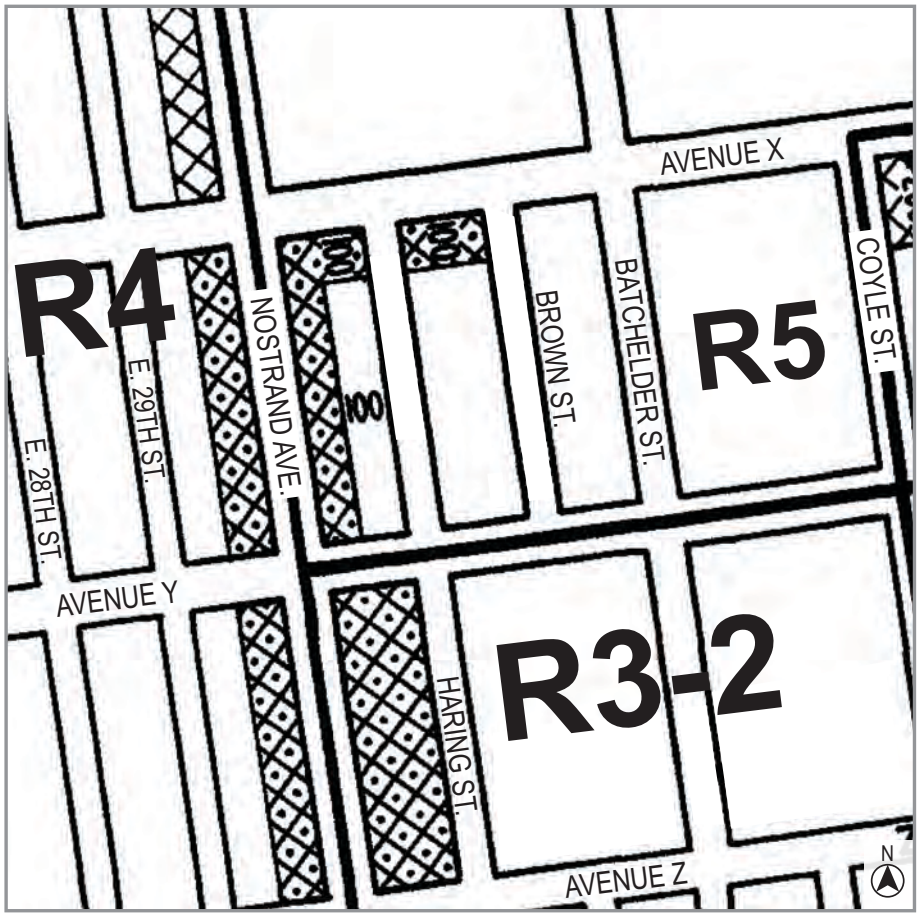
ZONING MAP 29a

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

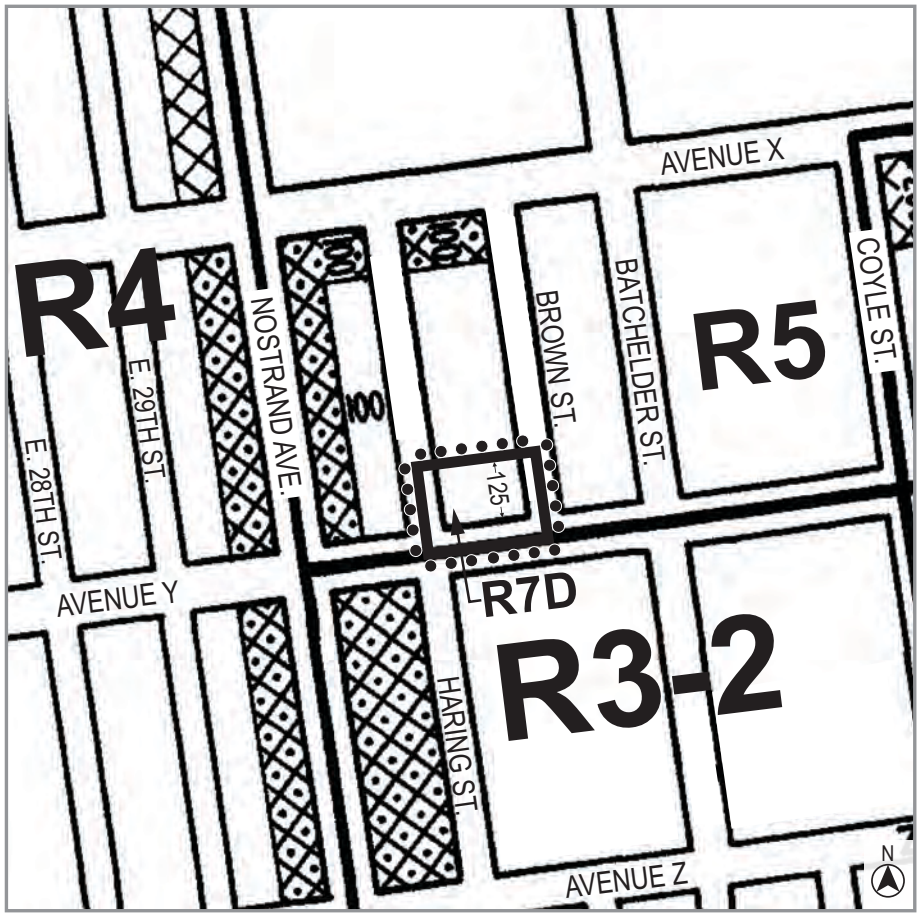
NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 8 (Location of District Boundaries) of the Zoning Resolution.

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website, www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.

Zoning Change Map



Current Zoning Map (29a)



Proposed Zoning Map (29a) - Area being rezoned is outlined with dotted lines

Rezoning from R5 to R7D

C1-1 C1-2 C1-3 C1-4 C1-5 C2-1 C2-2 C2-3 C2-4 C2-5

NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.



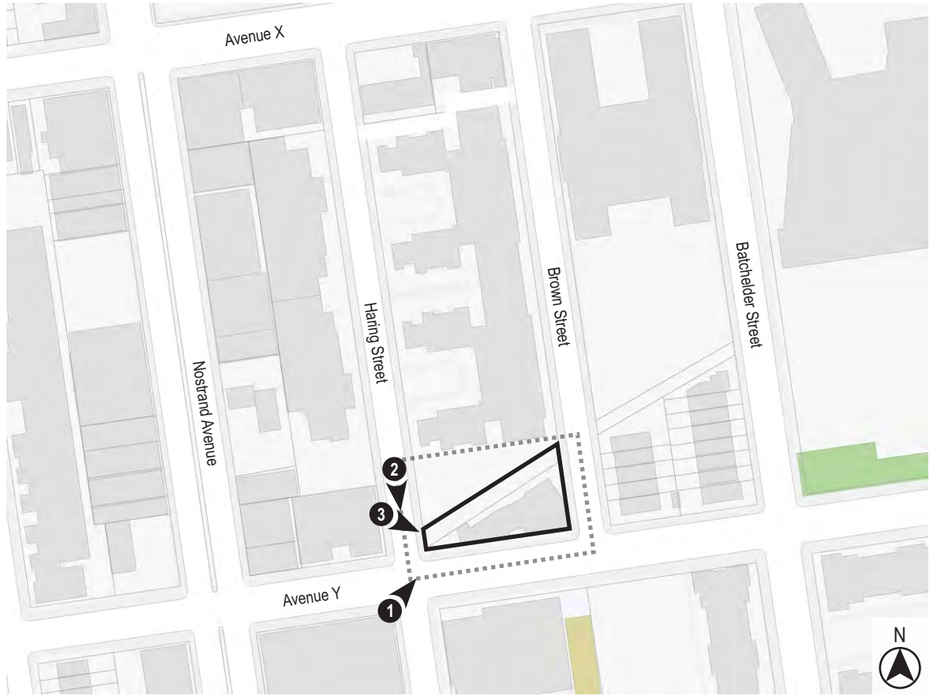
1. View of the Development Site facing northeast from the intersection of Avenue Y and Haring Street.



2. View of Haring Street facing south (Development Site at left).



3. View of the Development Site facing southeast from Haring Street.





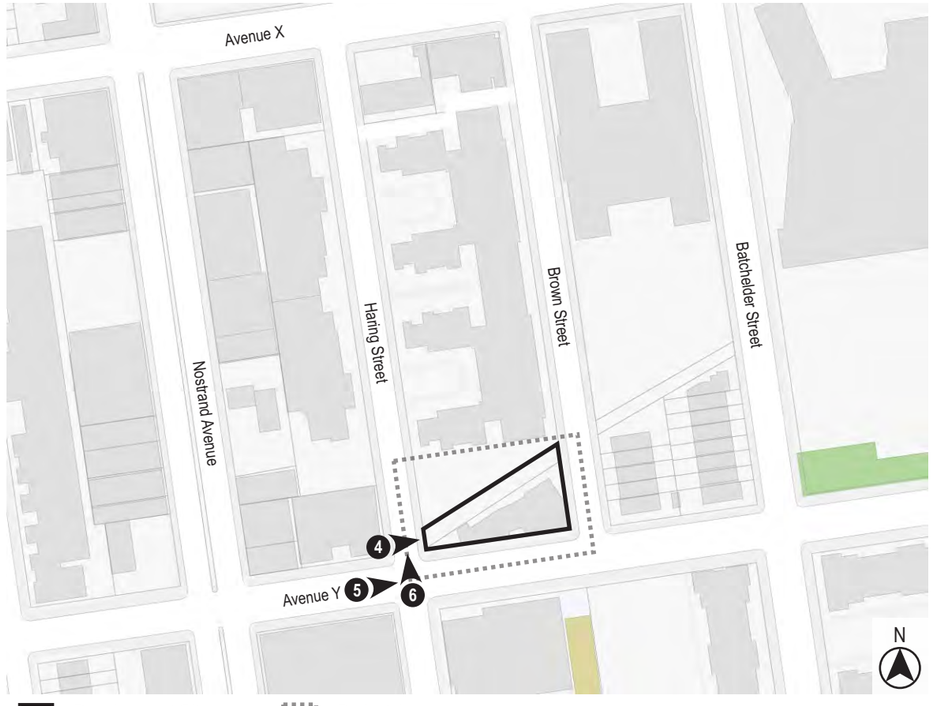
4. View of the Development Site facing east from Haring Street.



5. View of Avenue Y facing east from Haring Street (Development Site at left).



6. View of Haring Street facing north from Avenue Y (Development Site at right).





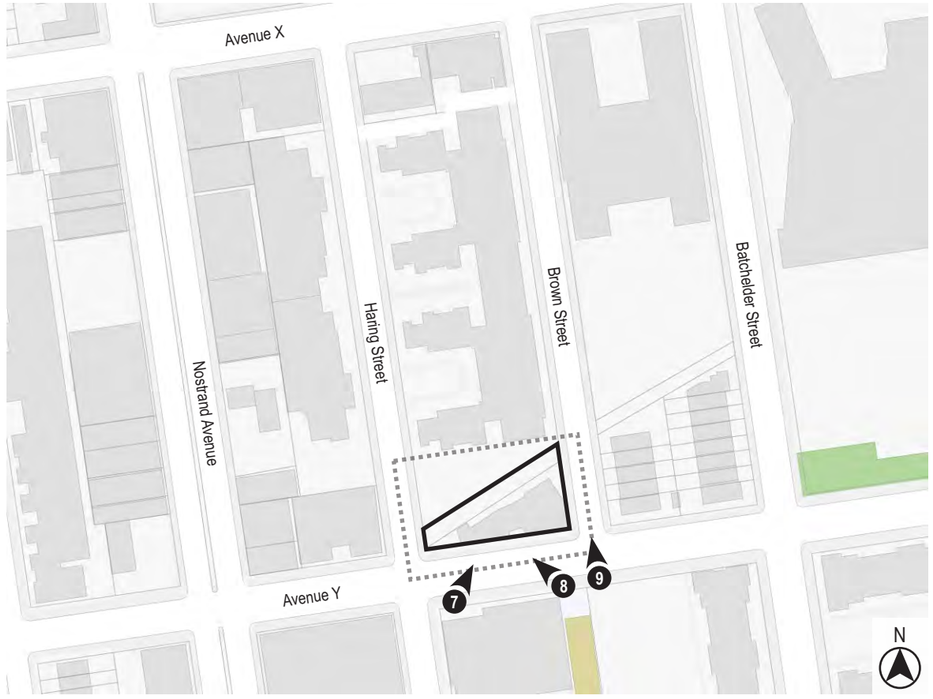
7. View of the Development Site facing northeast from Avenue Y.



8. View of the Development Site facing northwest from Avenue Y.



9. View of Brown Street facing north from Avenue Y (Development Site at left).





10. View of the Development Site facing northwest from the intersection of Avenue Y and Brown Street.



12. View of the Development Site facing west from Brown Street.



11. View of Avenue Y facing west from Brown Street (Development Site at right).



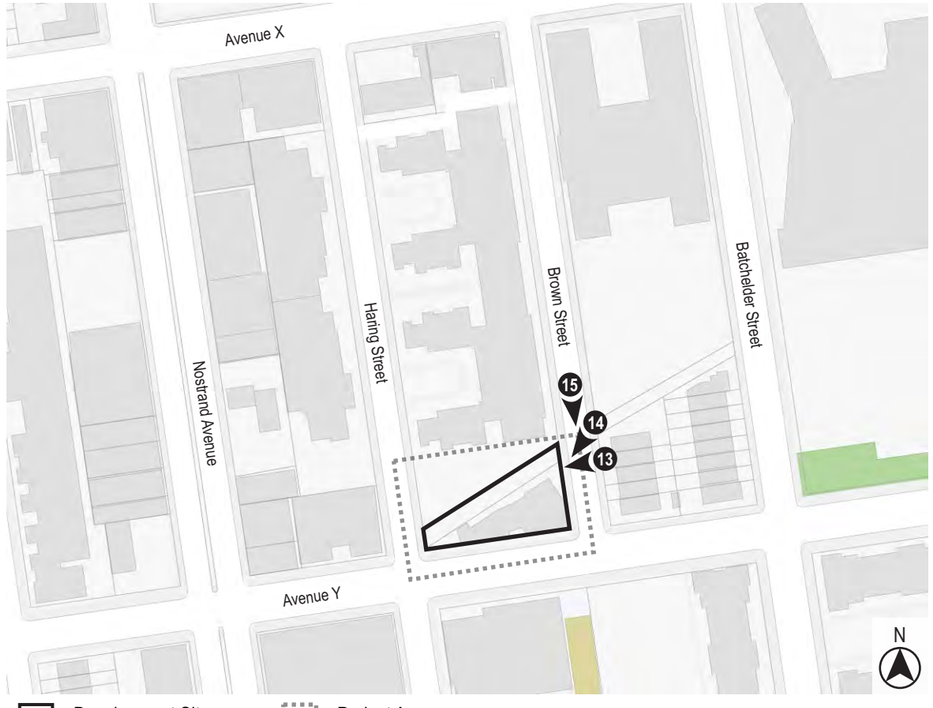
13. View of the Development Site facing west from Brown Street.



14. View of the Development Site facing southwest from Brown Street.



15. View of Brown Street facing south (Development Site at right).





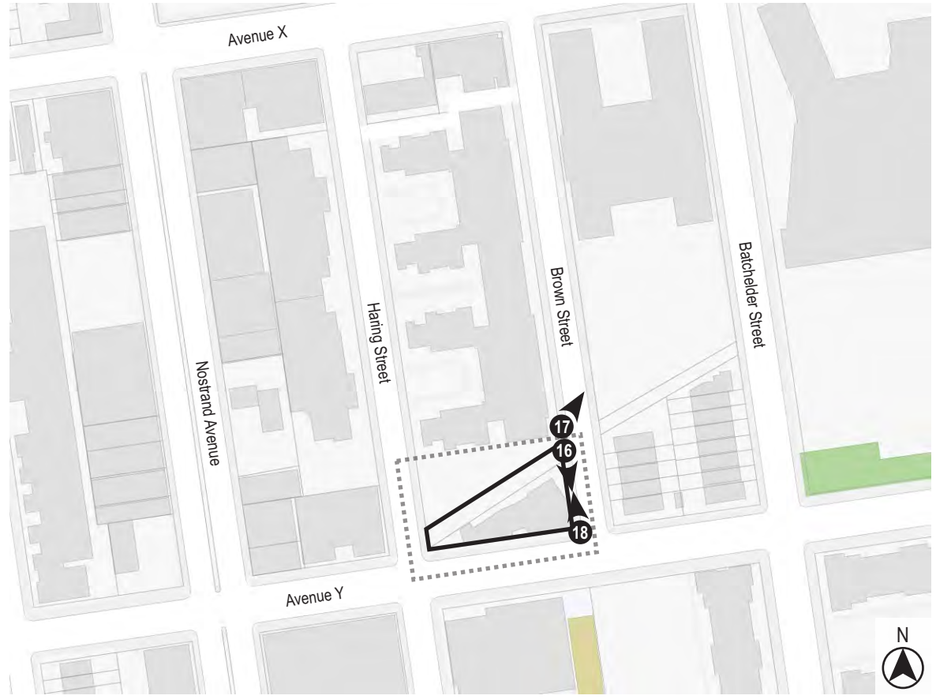
16. View of the sidewalk along the west side of Brown Street facing south (Development Site at right).



17. View of the east side of Brown Street facing northeast from the Development Site.



18. View of the sidewalk along the west side of Brown Street facing north from Avenue Y (Development Site at left).





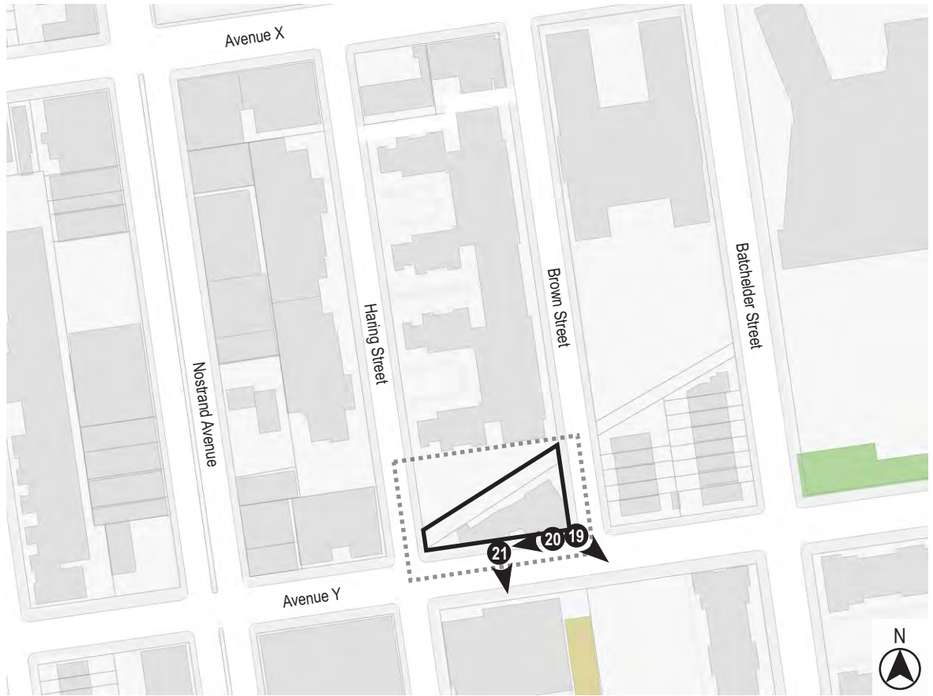
19. View of the south side of Avenue Y facing southeast from the Development Site.



20. View of the sidewalk along the north side of Avenue Y facing west from Brown Street (Development Site at right).



21. View of the south side of Avenue Y facing south from the Development Site.





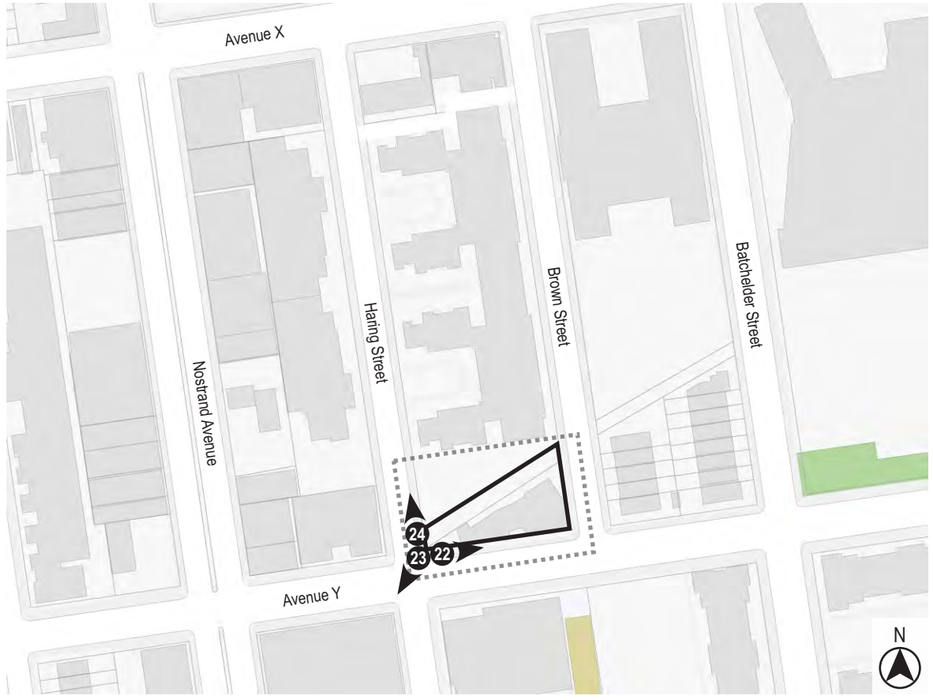
22. View of the sidewalk along the north side of Avenue Y facing east from Haring Street (Development Site at left).



23. View of the intersection of Avenue Y and Haring Street facing southwest from the Development Site.



24. View of the sidewalk along the east side of Haring Street facing north from Avenue Y (Development Site at right).





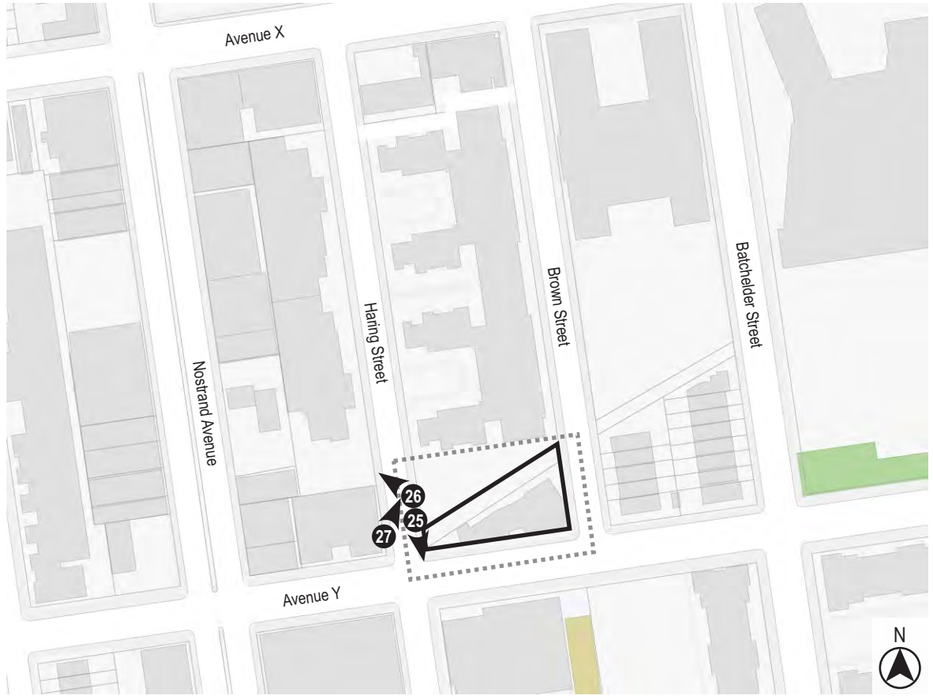
25. View of the sidewalk along the east side of Haring Street facing south (Development Site at left).



26. View of the west side of Haring Street facing northwest from the Development Site.



27. View of the Project Area facing northeast from Haring Street.



PROJECT DESCRIPTION
2959 AVENUE Y, BROOKLYN

Introduction

The Applicant, Yaakov Marcus, seeks a zoning map amendment (Zoning Sectional Map 29a) and a text amendment (Appendix F). The proposed zoning map amendment includes rezoning the Rezoning Area from an R5 zoning district to an R7D zoning district. The Rezoning Area includes Block 7423, Lots 36, 38, and p/o Lot 11 in the Sheepshead Bay neighborhood of Brooklyn Community District 15. The text amendment would designate the Rezoning Area a Mandatory Inclusionary Housing Area (MIH). These two amendments are the "Proposed Actions". The Proposed Actions would facilitate the development of a mixed-use community facility and residential building (the "Proposed Development") on Block 7423, Lots 36 and 38 (the "Project Development Site 1").

The proposed Rezoning Area is a corner property and assemblage of three tax lots (Block 7423, Lot 36. 38 and p/o Lot 11) with approximately 25,270 square feet of lot area. It has 200 feet of frontage along Avenue Y (wide street), 125 feet of frontage along both Brown Street and Haring Street (both narrow streets). The Rezoning Area is wholly located within an R5 zoning district.

Proposed Actions

The following land use actions are necessary to facilitate the Proposed Development, as well as provide for future affordable housing in the area.

- *Zoning Map amendment to rezone an R5 zoning district to an R7D zoning district.*
- *Zoning Text amendment (Appendix F) to make the Rezoning Area applicable as a Mandatory Inclusionary Housing (MIH) Area.*

Proposed Development

The Applicant seeks to develop the Proposed Development on Block 7423, Lots 36 and 38 (the "Project Area") within the Rezoning Area.

The Proposed Actions would facilitate the development of a new 94,316 gross square foot (gsf) seven-story residential and community facility building on Lot 36 and 38 that have a combined lot area of 14,386. The building would contain 44,029 gsf (42,306 zsf, FAR 2.9) of residential space (38 DUs averaging 1,185 sf) and 48,129 gsf (35,901 zsf, FAR 2.5) of community facility space, consisting of a school and a synagogue space. The proposed seven-story (plus cellar) building would have a height of 78.5 feet. The proposed FAR is 5. The building would include permanently affordable units under MIH, though the MIH option has not yet been chosen. For CEQR analysis purposes, the EAS will assume MIH Option 1 and 20 percent of overall residential floor area is set aside for affordable units (families/residents earing 80% of less of Area Median Income). Of the 38 units, of which between 10 and 12 units or 25-30% of total units, would be affordable pursuant to the requirement of the MIH program. Although 14

parking spaces (fifty percent of the 28 market-rate apartments) would be required, but in R7D zoning districts, parking requirements can be waived if 15 or fewer parking spaces are required.

Purpose and Need

The proposed rezoning would permit greater residential floor area on the site, which would enable the development of larger housing units, which is desired by the local community, while also providing financial support for the proposed religious school to be located within the Proposed Development.

In addition to the zoning map amendment, a zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) would be required to make the proposed Rezoning Area applicable as a Mandatory Inclusionary Housing Area (MIH). MIH would require any future residential development within the Rezoning Area to include permanent affordable dwelling units, a demonstrated city-wide need.

Analysis Framework

Rezoning Area

The entire Proposed Rezoning Area consists of 25,270 square feet across three adjacent tax and zoning lots in the Sheepshead Bay section of Brooklyn, Community District 15. It has 200 feet of frontage along Avenue Y and 125 feet of frontage along both Brown Street and Haring Street.

Applicant-Owned Lots:

> **Block 7423, Lot 36** is an Applicant owned and has an area of approximately 4,756 sf. It was purchased from the City when the street was demapped in the 1960s. This space is currently fenced-in and used for recreation space by the students attending school on Lot 38.
>
> **Block 7423. Lot 38** is an Applicant owned lot and has an area of 9,630 sf. It is improved with a two-story community facility building with 7,030 sf of floor area (FAR 0.73). The building contains a synagogue that is used year-round for religious services. The building's primary use is as a private school for elementary and middle-school aged children.

Non-Applicant-Owned Lots:

The Rezoning Area also includes Block 7423 p/o Lot 11 which is not in control of the applicant and is not part of the Proposed Developments Site.

> **Block 7423, Lot 11** has a total area of 114,780 sf and is improved with a six-story residential building with landscaped grounds. The existing building has an FAR of 2.11 (where 1.25 is permitted) and a floor area of 242,160 gsf, containing 240 dwelling units. For the rezoning area to be 125 feet deep from Avenue Y, a portion of this lot would be affected by the Proposed Actions. The proposed rezoning would cover approximately 10,884 sf (9.5%) of Lot 11. The portion of Lot 11 that falls within the rezoning boundary contains a private open space for the use by the residents of the residential building.

Surrounding land uses are predominately residential to the north and southeast, community facility uses to the northeast and south, and commercial uses to the west.

Therefore, for purposes of a conservative analysis, a Reasonable Worst Case Development Scenario (RWCDS) has been established for the Projected Development Site 1 (14,386 sf) within the total proposed Rezoning Area (25,270 sf), which would include Block 7423, Lots 36, 38 and p/o Lot 11, as noted below. This would include a taller building (115' for shadow and urban design analysis) and an increase in the number of dwelling units based on a typical dwelling factor of 850 sf, not the larger proposed units averaging 1,185 sf per unit.

The balance of the Rezoning Area (Block 7423, p/o Lot 11) is not Applicant owned and part of an existing well-used open space by the adjacent residential building. Therefore, it is not considered as part of the Proposed Development Site 1 nor the Project Area and not part of the analysis.

Rezoning Area	Block	Lot
Projected Development Site 1 (Applicant Owned Site)	7423	36 +38
Balance of Rezoning Area (Non-Applicant Owned Site)	7423	p/o 11

Existing Conditions

The Projected Development Site 1 is a corner property and an assemblage of two tax lots (Block 7423 Lots 36 and 38) with approximately 14,386 square feet of lot area. It has 200 feet of frontage along Avenue Y and 125 feet of frontage along Brown Street, 30 feet along Haring Street and is located within an R5 zoning district. Lot 36 currently includes fenced in recreational space used by the students attending school on Lot 38.

Future No-Action Scenario

Absent the Proposed Actions, the properties within the Rezoning Area would remain in their current conditions.

Projected Development Site 1

Block 7423, Lots 36 and 38 are assumed to remain in their existing conditions as a school and synagogue with an adjacent recreation area. They are Applicant-owned and there are no plans to redevelop these sites absent the Proposed Actions.

Future With-Action Scenario

In the future with the Proposed Actions, Projected Development Site 1 would be redeveloped. As noted above, Lot 11 is not anticipated for redevelopment. The rezoning would only affect 9.5% of the lot. The property is developed with a large residential coop building, and the portion of the lot covered by the proposed rezoning is improved for use as a private

playground for building residents. No portion of Lot 11 is anticipated for redevelopment by the project build year.

Projected Development Site 1

In the future with the Proposed Actions, the Projected Development Site 1 (Block 7423, Lots 36 and 38) would rise to ten-stories (115 feet high) and contain a total of 96,261 gsf (80,561 zsf with 5.6 FAR) consisting of 45,131 gsf (45,131 zsf with 3.1 FAR) of residential floor area with 53 dwelling units (dwelling factor of 850 sf) and 51,130 gsf (36,744 zsf with 2.5 FAR) of ground-floor community facility use space. Of the 53 dwelling units, 13-19 (25-30%) would be affordable units pursuant to MIH. Twenty parking spaces (fifty percent of the 40 market-rate apartments) would be provided.

Build Year

Based on an estimated 12-month approval process, the Uniform Land Use Review Process (ULURP) and 12-month construction period, the analysis year for Applicant-owned Proposed Development is assumed as 2025.

1. Land Use, Zoning And Public Policy

I. Introduction

The analysis of land use, zoning and public policy characterizes the existing conditions of the Proposed Rezoning Area and the surrounding study area; anticipates and evaluates those changes in land use, zoning and public policy that are expected to occur independently of the Proposed Actions; and identifies and addresses any potential impacts related to land use, zoning and public policy resulting from the Proposed Actions. A comprehensive analysis of land use, zoning and public policy characteristics of the area has been prepared, including field surveys, studies of the neighborhood, census data, and land use and zoning maps.

Land Use Study Area

To assess the potential for project related impacts, the land use study area has been defined as the area located within a 400-foot radius of the Rezoning Area, which is an area within which the Proposed Actions have the potential to affect land use or land use trends. The 400-foot radius study area is generally bounded by Avenue X to the north; Coyle Avenue to the east; Avenue Z to the south; and East 29th Street to the west.

II. Land Use

Existing Conditions

The Projected Development Site 1 is a corner property and an assemblage of two tax lots (Block 7423 Lots 36 and 38) with approximately 14,386 square feet of lot area. Block 7423, Lot 36 is an Applicant owned and has an area of approximately 4,756 sf. It was purchased from the City when the street was demapped in the 1960s. This space is currently fenced-in and used for recreation space by the students attending school on Lot 38. Block 7423. Lot 38 is an Applicant owned lot and has an area of 9,630 sf. It is improved with a two-story building that contains a synagogue which is used year-round for religious services. The building's primary use is as a private school for elementary and middle-school aged children.

Future No-Action Scenario

Absent the Proposed Actions, Block 7423, Lots 36 and 38 are assumed to remain in their existing conditions as a school and synagogue with an adjacent recreation area. They are Applicant-owned and there are no plans to redevelop these sites absent the Proposed Actions.

Future With-Action Scenario

In the future with the Proposed Actions, Projected Development Site 1 would be redeveloped.

In the future with the Proposed Actions, the Projected Development Site 1 (Block 7423, Lots 36 and 38) would rise to ten-story mixed-use residential and community facility building. The cellar and floors one through three would contain community facility use space which would be used as a school and synagogue. Parts of the ground floor, second floor and third floor, as well as the remainder of the floors four through ten would be residential and include 53 dwelling units. Of the 53 dwelling units, 13-19 (25-30%) would be affordable units pursuant to MIH. Twenty parking spaces (fifty percent of the 40 market-rate apartments) would be required.

Existing, No-Action and With-Action Comparison

Land Use	Existing	No-Action	With-Action	Increment
Residential	--	--	53 du (45,131 gsf)	+53 du (+45,131 gsf)
Community Facility (School/Synagogue)	7,030 gsf	7,030 gsf	51,130 gsf	+44,100 gsf
Accessory Parking	0	0	20	20

The study area surrounding the proposed Rezoning Area is a mixed of residential, commercial and community facility uses. In addition, some mixed-use buildings (ground floor retail and residences above) are present along Nostrand Avenue, Avenue X and Haring Street. The surrounding area includes a single automotive service use (Block 7422, Lot 53) on Nostrand Avenue. Avenue Y is a heavily trafficked east-west avenue with a mix of the above uses present, while the north-south streets radiating from Avenue Y are narrow and predominantly residential in use with some community facility uses present, including the Projected Development Site 1. One block to the west of the Development Site is Nostrand Avenue, which is the area's north-south arterial and contains a high concentration of commercial uses.

Conclusion

The Proposed Actions would be similar to the existing land use; therefore, it is not anticipated to result in any new land uses that are significantly different from surrounding uses. The Proposed Actions would not be incompatible with the land uses in the surrounding area.

No potentially significant adverse impacts related to land use are expected to occur because of the Proposed Actions. Therefore, further analysis of land use is not warranted.

III. Zoning

Existing Conditions

Projected Development Site 1

The Projected Development Site 1 is a corner property and an assemblage of two tax lots (Block 7423 Lots 36 and 38) with approximately 14,386 square feet of lot area. It has been zoned R5 since the inception of the Zoning Resolution in 1961.

R5 zoning districts typically allow a variety of housing. The residential floor area ratio (FAR) of 1.25 typically produces three-and four-story attached houses and small apartment houses. With a height limit of 40 feet, R5 zoning districts provide a transition between lower- and higher-density neighborhoods. The maximum permitted community facility FAR is 2.0. Off-street parking is required for 85 percent of the dwelling units.

Study Area

The Study area also includes R3-2 zoning district to the south and R4 zoning district to the west. There are also C2-2 commercial overlays along Nostrand Ave to the west, Haring Street to the south and Avenue X to the north.

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R3-2 districts are general residence districts that allow a variety of housing types, including low-rise attached houses, small multifamily apartment houses, and detached and semi-detached one- and two-family residences. It is the lowest density zoning district in which multiple dwellings are permitted. Because of their flexibility, R3-2 districts are mapped widely in all boroughs except Manhattan.

The 0.5 FAR may be increased by an attic allowance of up to 20% for the inclusion of space beneath a pitched roof. The perimeter wall may rise to 21 feet before sloping or being set back to a maximum building height of 35 feet. Lots with detached homes must be at least 40 feet wide; if occupied by semi-detached and attached buildings, lots must be at least 18 feet wide. The maximum street wall length for a building on a zoning lot is 125 feet. The maximum lot coverage of any residence is 35%. Front yards must be at least 15 feet deep. One off-street parking space is required for each dwelling unit. However, requirements are lower for income restricted housing (IRHU) and are further modified within the Transit Zone.

R4 districts allow all types of housing at a slightly higher density than permitted in R3-2 districts. The FAR of 0.75, plus an attic allowance of up to 20% for inclusion of space under the pitched roof common to these districts, usually produces buildings with three stories instead of the two-story homes' characteristic of R3 districts. To accommodate a potential third floor beneath a pitched roof, the perimeter wall in R4 districts may rise to 25 feet before being set back to the maximum building height of 35 feet. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to provide sufficient space for on-site parking. Detached houses must have two side yards that total at least 13 feet and each one must be at least five feet wide. Semi-detached buildings need one side yard with a minimum width of eight feet. The maximum street wall length for a building on a single zoning lot is 185 feet. One off-street parking space is required for each dwelling unit.

C2-2 zoning districts are commercial overlays mapped within residential zoning districts along streets that serve local retail needs. They are found extensively throughout the city's lower- and medium-density areas and occasionally in higher-density districts.

Typical retail uses include neighborhood grocery stores, restaurants, and beauty parlors. C2 districts permit a slightly wider range of uses, such as funeral homes and repair services. In mixed buildings, commercial uses are limited to one or two floors and must always be located below the residential use.

When commercial overlays are mapped in R1 through R5 districts, the maximum commercial floor area ratio (FAR) is 1.0. Commercial buildings are subject to commercial bulk rules.

Future No-Action (No-Build) Scenario

In the future and absent the Proposed Actions, the proposed Rezoning Area would continue to be governed by the provisions of the existing R5 zoning district. Subsequently, the Projected Development Site 1 is assumed to remain in its existing condition.

No changes are anticipated to the zoning districts and zoning regulations relating to the proposed Rezoning Area or the surrounding study area by the project build year of 2025.

Future With-Action (Build) Scenario

In the future with the Proposed Actions, the Rezoning Area would be rezoned to R7D. The proposed R7D zoning district would permit an FAR of 4.2 for residential development and 5.6 for buildings participating in the Inclusionary Housing Program, and an FAR of 4.2 for community facility development, facilitating the Proposed Development.

R7D zoning districts promote new contextual development along transit corridors.

Quality Housing bulk regulations, mandatory in R7D districts, produce up to ten-story buildings set at or near the street line. The base height of a new building must be 60 to 85 feet before setback, rising to a maximum building height of 115 feet. In order to maintain the continuity of the street wall, a new building can be no closer to the street line than any adjacent street wall but need not be farther than 10 feet. Interior amenities for building residents pursuant to the Quality Housing Program are required.

Off-street parking is generally required for 50 percent of a building's dwelling units, but requirements are lower for income-restricted housing units (IRHU) and are further modified in certain areas, such as within the Transit Zone, or for lots 10,000 square feet or less. Off-street parking requirements can be waived if 15 or fewer parking spaces are required.

In the future, the Proposed Actions would facilitate the development of a ten-story, mixed used community facility use/residential building that would rise to 115 feet high (maximum permitted height of 115 feet) and contain a total of 96,261 gsf (80,561 zsf with 5.6 FAR) (maximum permitted total FAR 5.6) consisting of 45,131 gsf (45,131 zsf with 3.1 FAR) of residential floor area with 53 dwelling units (dwelling factor of 850 sf) and 51,130 gsf (36,744 zsf with 2.5 FAR) of ground-floor community facility use space. Of the 53 dwelling units, 13-19 (25-30%) would be affordable units pursuant to MIH. Twenty parking spaces (fifty percent of the 40 market-rate apartments) would be required.

In addition to the zoning map amendment, a zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) would be required to make the Rezoning Area applicable as a Mandatory Inclusionary Housing Area (MIH). MIH would require any future residential development on these sites to include permanent affordable dwelling units, a demonstrated city-wide need.

Conclusion

No significant impacts to zoning patterns in the area would be expected. The Proposed Actions would result in a zoning map amendment that creates new R7D zoning district, facilitating the redevelopment of the proposed Rezoning Area.

In addition to the Rezoning Area being rezoned to R7D, the Proposed Actions also include a zoning text amendment to Appendix F of the New York City Zoning Resolution (ZR) which would be required to make the Rezoning Area applicable as a Mandatory Inclusionary Housing Area (MIH).

The Proposed Actions would not have a significant impact on the extent of conformity with the current zoning in the surrounding area, and it would not adversely affect the viability of conforming uses on nearby properties.

Potentially significant adverse impacts related to zoning are not expected to occur because of the Proposed Actions, and further assessment of zoning is not warranted.

IV. Public Policy

Existing Conditions
The proposed Rezoning Area is within the Sheepshead Bay section of Brooklyn, Community District 15.

The Premises is located within a Fresh Zone which promotes the establishment and expansion of neighborhood grocery stores in underserved communities by providing zoning and financial incentives for commercial retail development. This does not apply to the Proposed Actions.

It is also located within the Coastal Zone boundary it is subject to review under the Waterfront Revitalization Program (WRP). See **Appendix A: WRP Consistency Assessment Form**.

The proposed building is outside of the 1% annual chance floodplain and is not required to meet NYC Building Code requirements for flood-resistant construction. The building is within a floodplain in the future, retrofits could be pursued to wet floodproof and relocate critical infrastructure from the cellar level, or to dry floodproof the exterior and reinforce the foundation.

The project would not make flooding on adjacent sites worse, nor would it conflict with plans for flood protection on adjacent sites.

The proposed project advances Policy 6.2. All new vulnerable, critical, or potentially hazardous features would be protected through future adaptive actions.

No other public policies relate to the proposed Rezoning Area or to the surrounding 400-foot radius study area. Neither the Rezoning Area nor the 400-foot study area are located within an Historic District and are therefore not subject to any historic regulations. Neither the proposed Rezoning Area nor the study area located within a Federal Empowerment Zone, nor are they covered by any 197-a Community Development Plans and are not located within a critical environmental area. This Rezoning Area is located within the *Jamaica Bay Watershed Protection Plan* and is discussed in the Natural Resources section of this document.

Future No-Action (No-Build) Scenario
No new public policy initiatives or changes to existing initiatives are anticipated to affect the proposed Rezoning Area or the surrounding 400-foot study area by the analysis year of 2025.

Future With-Action (Build) Scenario
The future with the Proposed Actions would result in a zoning map amendment to the existing R5 zoning, creating a new R7D zoning district. It would also result in a zoning text amendment to Appendix F to include MIH. This R7D zoning district would facilitate the redevelopment of the proposed Rezoning Area.

The Proposed Actions is required to allow the proposed Rezoning Area to be redeveloped. The Proposed Actions would meet The City's public policy goals by encouraging new residential use and additional community facility use (school).

In addition, the zoning text amendment to Appendix F required to make the Rezoning Area applicable as a Mandatory Inclusionary Housing Area (MIH) would ensure future residential development in the proposed Rezoning Area would include permanent affordable housing, a demonstrated city-wide need.

No adverse impact to public policies would occur as a result of the Proposed Actions.

Conclusion
The Proposed Actions, which would facilitate new mixed-use community facility buildings within the proposed Rezoning Area, would not be inconsistent with the goals of the existing public policies for the area, as discussed above.

No potentially significant adverse impacts related to public policy are anticipated to occur because of the Proposed Actions, and further assessment of public policy is not warranted.

V. Conclusion

No significant adverse impacts related to land use, zoning, and public policy are anticipated to occur because of the Proposed Actions. Therefore, the Proposed Actions is not expected to result in any of the conditions that warrant the need for further assessment of land use, zoning, or public policy.

2. SHADOWS

Introduction

Under CEQR, a shadow is defined as the circumstance in which a building or other built structure blocks the sun from the land. An adverse shadow impact is considered to occur when the shadow from a Proposed Development falls upon a publicly accessible open space, a historic landscape, or other historic resource if the features that make the resource significant depend on sunlight, or if the shadow falls on an important natural feature and adversely affects its uses or threatens the survival of important vegetation. An adverse impact would occur only if the shadow would fall on a location that would otherwise be in sunlight; the assessment therefore distinguishes between existing shadows and new shadows resulting from a Proposed Development. Finally, the determination of whether the impact of new shadows on an open space or a natural or historic resource would be significant is dependent on their extent and duration. In general, shadows on City streets and sidewalks or on other buildings are not considered significant under CEQR. In addition, shadows occurring within an hour and a half of sunrise or sunset generally are not considered significant under CEQR.

According to the 2021 *CEQR Technical Manual*, a shadows assessment is not required unless the project would include a structure at least 50 feet tall or if it would contain shorter structures that might cast substantial new shadows on an adjacent park, historic resource, or an important natural resource. A shadows analysis is required for this project since the proposed building exceeds 50 feet in height.

The Proposed Actions would result in the development of a ten-story story building. Shadows are measured from where the structure meets the ground, while zoning height is measured from the base flood elevation. The maximum building height permitted by the Proposed Actions would be approximately 115 feet which would reach a maximum rooftop height above the bulkheads of 140 feet. Based on *CEQR Technical Manual* guidelines, the longest shadow that any building would cast during the year (except within an hour and a half of sunrise or sunset which is not deemed to be of concern) is 4.3 times its height. Applying the 4.3 factor to the proposed maximum rooftop height would result in a maximum shadow distance of approximately 602 feet.

Preliminary Screening Assessment

Tier 1 Screening Assessment

There are no historic resources in the vicinity of the Proposed Development site. However, there are three shadow sensitive open space resources in the vicinity of the Proposed Development site as shown on the attached **Figure 8-1: Tier 1 Screening Assessment diagram**. The shadow sensitive open space resources include the following:

- *Junior High 14 playground* is located between Brown and Batchelder Streets, northeast of the Projected Development Site. It is approximately one acre and is entirely paved and includes basketball and handball courts. This park is labeled "1" on the attached Figure 8-1, Tier 1 Screening Assessment diagram.

- *Frank J Macchiarola Education Complex (former Sheepshead Bay High School)* sports field and *Yak Playground* located at the corner of Batchelder Street and Avenue Y east of the Projected Development Site 1. It is approximately three acres and includes a running track, AstroTurf football field, basketball courts and handball courts. Only a small portion of this park falls within the shadow study area. This park is labeled "2" on the attached Figure 8-1, Tier 1 Screening Assessment diagram.

- *Playground 286* located directly south of the Projected Development Site is found tucked behind P.S. K811 Connie Lekas School between Haring and Brown Streets. It is approximately 0.85 acres and features a basketball court, painted running track, and an asphalt baseball diamond.

The longest shadows radius is calculated as 4.3 times the maximum proposed building height including rooftop bulkheads. The longest shadow cast by the Proposed Development is as follows:

Elevator bulkhead roof: 140 x 4.3 = 602'

The longest shadow of 602 feet on the Tier 1 shadow assessment figure was calculated as 4.3 times the maximum proposed building height of 115 feet plus the elevator bulkheads on the roof of the Proposed Development.

Due to the proximity of the Proposed Development site to the open space resources noted above, potential shadow impacts could occur from the Proposed Actions.

Tier 2 Screening Assessment

Based on the Tier 1 assessment, which showed the potential for the longest shadow to reach a sunlight sensitive open space resource, a Tier 2 assessment was generated. A Tier 2 assessment locates the area south of a building that cannot be cast in shadow. This area in New York City lies between -108 and +108 degrees from true north.

The attached **Figure 8-2, Tier 2 Screening Assessment diagram** shows the area south of the Proposed Development site that cannot be shaded by the Proposed Development. As illustrated on the figure, Playground 286 is located within this area. None of the other shadow sensitive resources are located within this area, therefore further assessment is required.

Tier 3 Screening Assessment

The Tier 3 screening assessment is used to determine if shadows resulting from the Proposed Development can reach a sunlight-sensitive resource. The screening assessment uses three-dimensional computer modeling software with the capacity to accurately calculate shadow patterns.

A Tier 3 screening assessment was performed for the four representative days of the year set forth in the *CEQR Technical Manual*: December 21, the winter solstice and shortest day of the year; March 21/September 21, the equinoxes; May 6, the midpoint between the summer solstice and the equinox (and equivalent to August 6); and June 21, the summer solstice and the longest day of the year. The *CEQR Technical Manual* defines the temporal limits of a shadow analysis period to fall from an hour and a half after sunrise to an hour and a half before sunset. In

accordance with the *CEQR Technical Manual*, surrounding buildings are not included in the Tier 3 shadow assessment model.

A Tier 3 screening assessment has been performed as parts of both shadow sensitive open spaces lie within the area that could be shaded by the Proposed Development. As shown on the attached **Figures 8-3 through 8-6, Tier 3 Screening Assessment diagrams**, shadows from the developments could reach the Junior High 14 Playground.

As shown on the attached **Figures 7 and 8, Tier 3 Incremental Impact diagrams**, new shadows from the Proposed Development would reach the Junior High 14 Playground on three of the analysis days.

Table 2-1 below presents the incremental shadows that would affect the open space resources on each of the four analysis days.

Table 2-1

Incremental Shadows

Analysis Day	**December 21**	**March 21/ September 21**	**May 6 / August 6**	**June 21**
Timeframe Window				
1- *Junior High 14 Playground*				
Shadow enter - exit times	12:31-2:53 PM	1:27-3:11 PM	1:48-1-57 PM	--
Incremental shadow duration	2 hours, 22 minutes	1 hour, 44 minutes	9 minutes	--
2- *Frank J Macchiarola Education Complex (former Sheepshead Bay High School) sports field* and *Yak Playground*				
Shadow enter - exit times	--	---	--	--
Incremental shadow duration	--	--	--	--
Note: Daylight savings time not used.				

Junior High 14 Playground

During the December 21st analysis day (12:31-2:53 pm), these shadows would fall during the winter months when park utilization would be at its annual lowest. This paved playground includes basketball and handball courts that do not require direct sunlight. As such, these shadows pose no risk to the viability of vegetation at the resource or to the public's use and enjoyment of the playground. During the March 21st analysis day, the projected shadows would cover a small corner of the park from 1:27-3:11 pm. During the May 6th analysis day, the projected shadows would briefly reach the park between 1:48 and 1:57 (nine minutes).

Frank J Macchiarola Education Complex (former Sheepshead Bay High School) sports field and *Yak Playground*

During the May 6th analysis day, although the projected shadows would reach the park at 5:18, another building is tall enough to block the shadow. Therefore, the park would not be impacted by the Proposed Actions.

See **Figures 7-9.**

Conclusion

The Proposed Development would not cast any significant adverse new shadows on shadow sensitive open space or historic resources. Therefore, the Proposed Actions would not result in any significant shadows impacts, and no further assessment is needed for the project.

2959 Avenue Y, Brooklyn

Figure 8-1: Tier 1 Screening Assessment

- Project Site
- Projected Building Footprint
- Roof Above 9th Floor (95')
- Roof Above Bulkheads (140')
- Longest Shadow Study Area Boundary
- # Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource

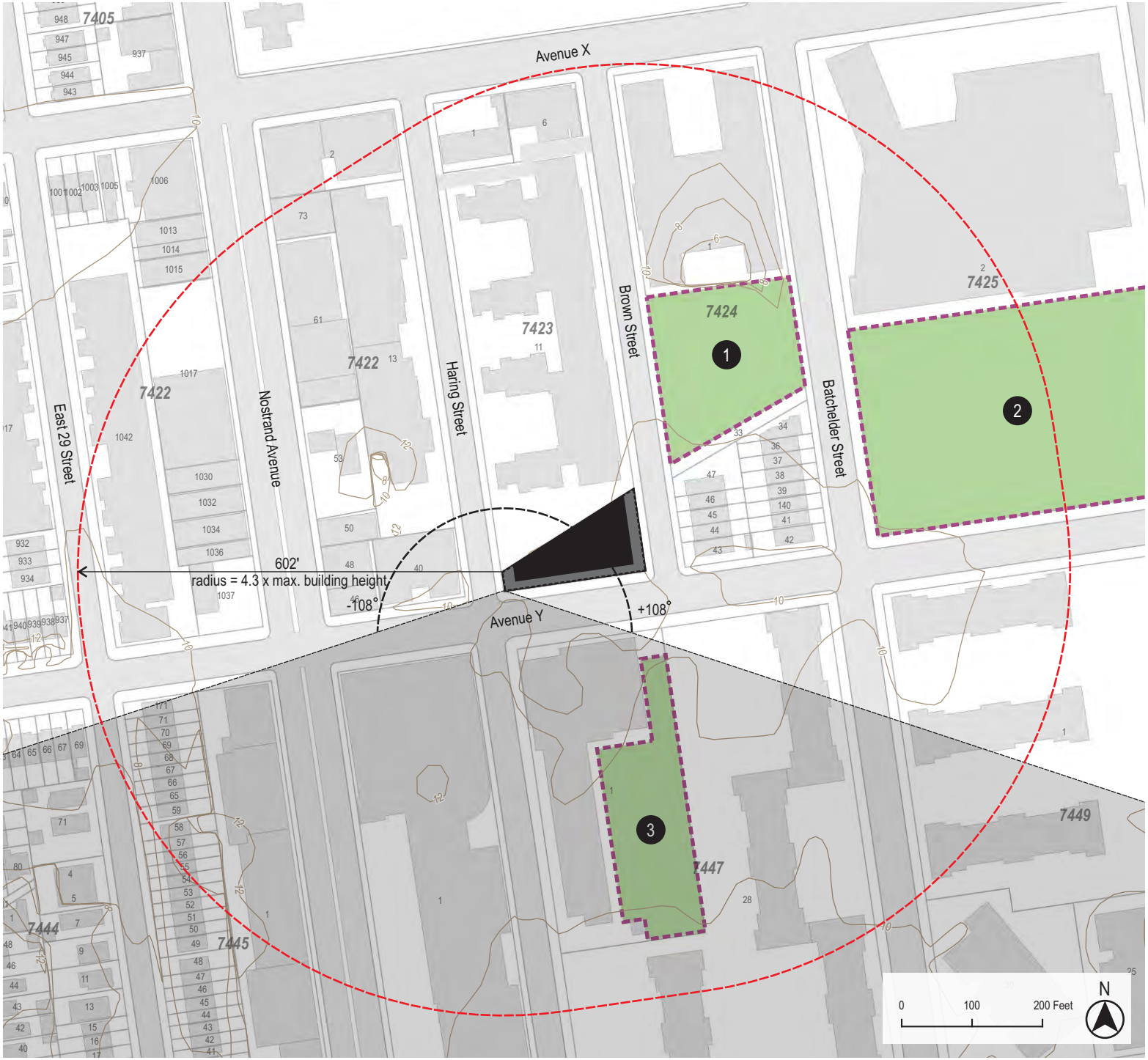


Urban Cartographics

2959 Avenue Y, Brooklyn

Figure 8-2: Tier 2 Screening Assessment

- Project Site
- Projected Building Footprint
- Roof Above 9th Floor (95')
- Roof Above Bulkheads (140')
- Longest Shadow Study Area Boundary
- # Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource
- Area That Cannot Be Shaded by the Proposed Building

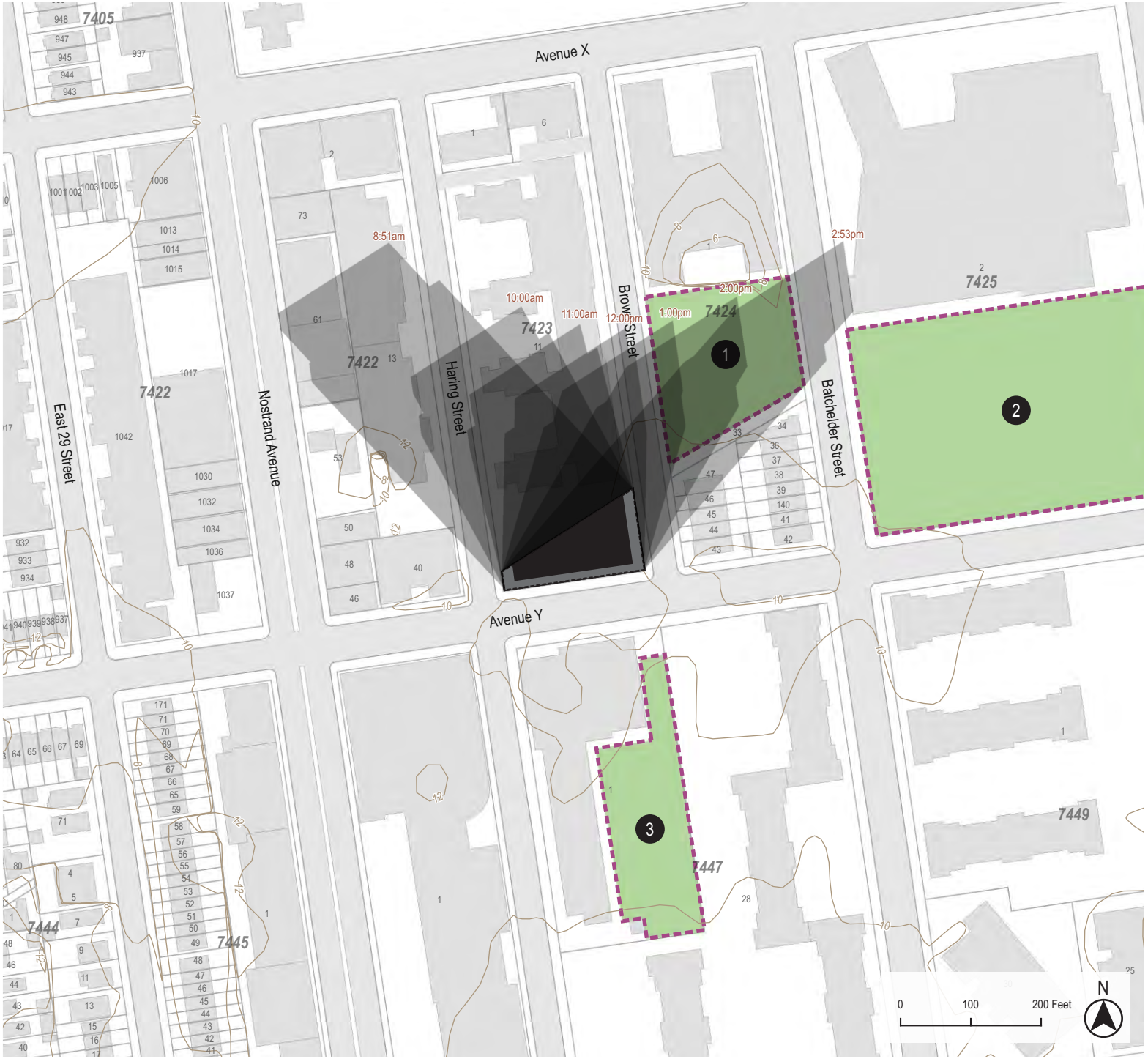


Urban Cartographics

2959 Avenue Y, Brooklyn

Figure 8-3: Tier 3 Screening Assessment for the December 21 Analysis Day

- Project Site
- Projected Building Footprint
- Roof Above 9th Floor (95')
- Roof Above Bulkheads (140')
- 8:51am Shadow Cast/Analysis Time
- # Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource

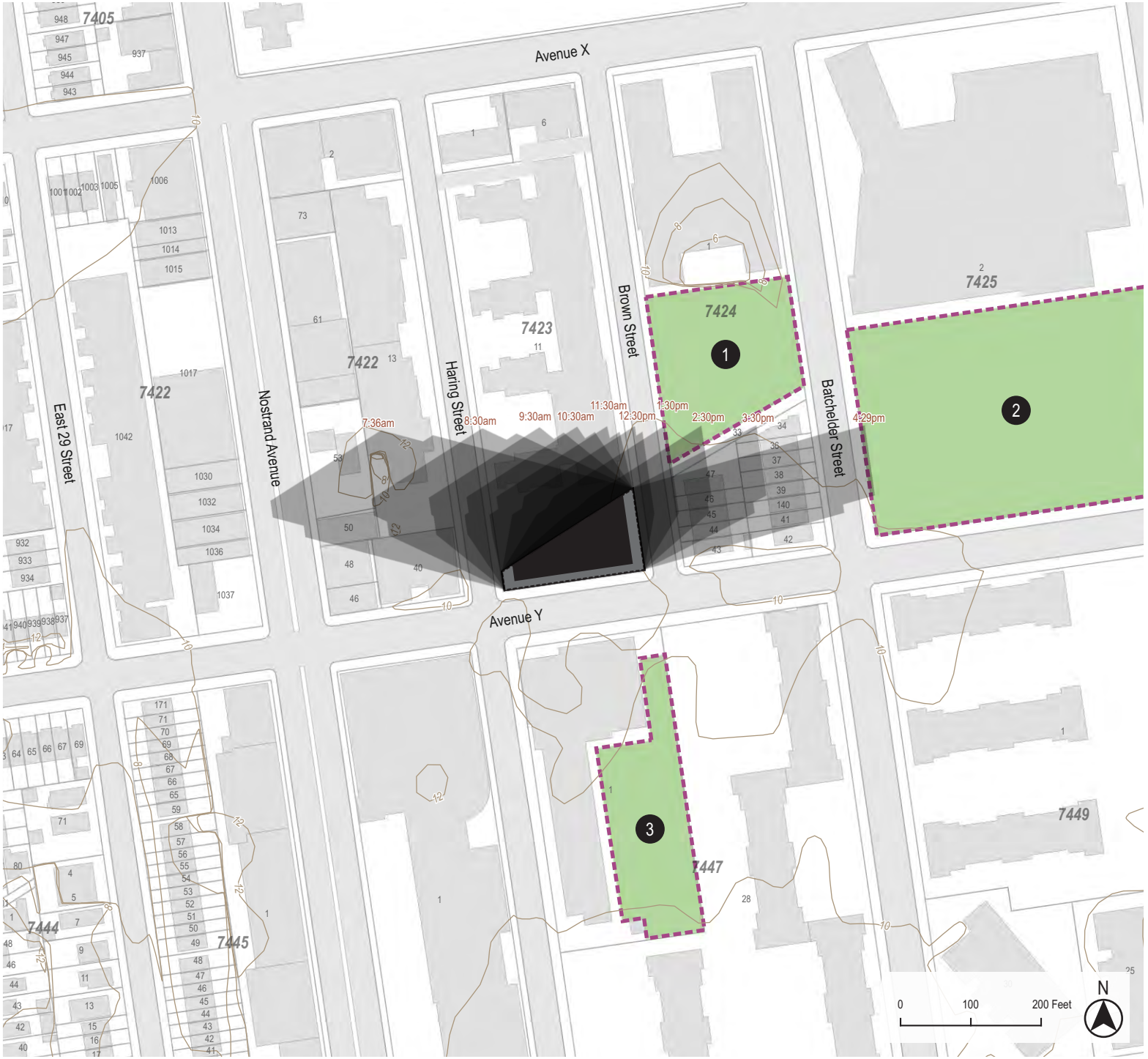


Urban Cartographics

2959 Avenue Y, Brooklyn

Figure 8-4: Tier 3 Screening Assessment for the March 21 Analysis Day

- Project Site
- Projected Building Footprint
- Roof Above 9th Floor (95')
- Roof Above Bulkheads (140')
- 8:51am Shadow Cast/Analysis Time
- # Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource

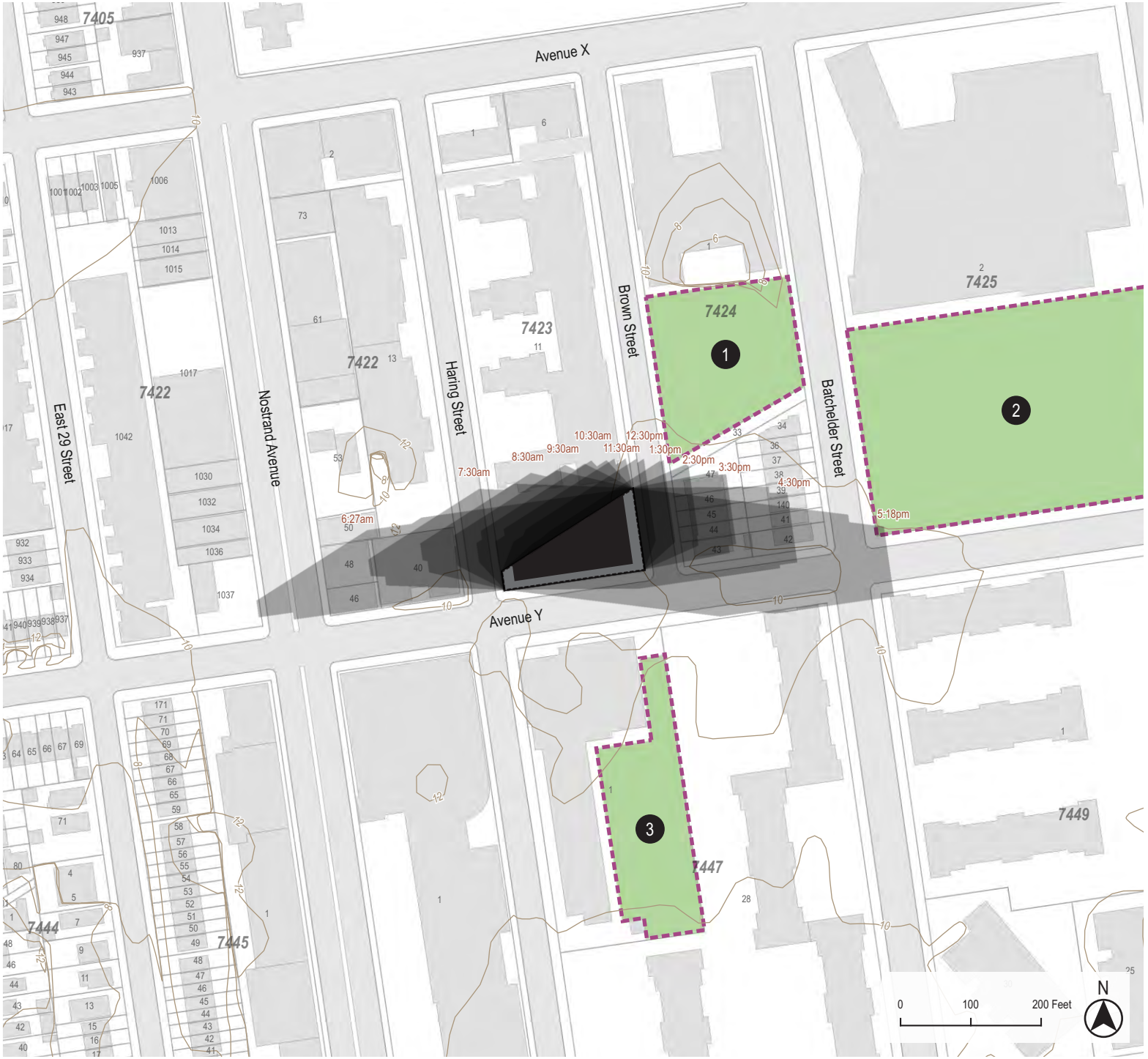


Urban Cartographics

2959 Avenue Y, Brooklyn

Figure 8-5: Tier 3 Screening Assessment for the May 6 Analysis Day

- Project Site
- Projected Building Footprint
- Roof Above 9th Floor (95')
- Roof Above Bulkheads (140')
- 8:51am Shadow Cast/Analysis Time
- # Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource

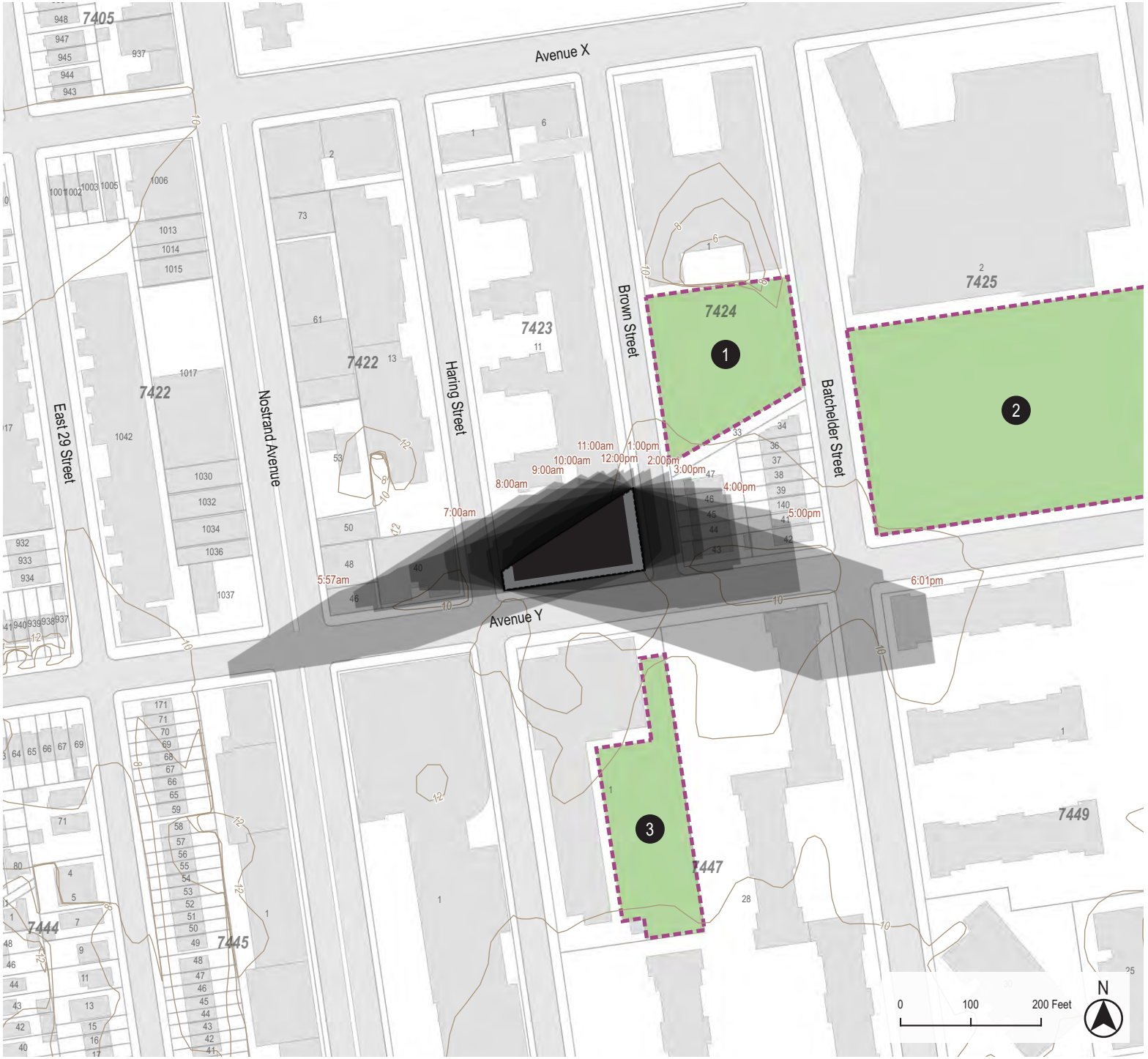


Urban Cartographics

2959 Avenue Y, Brooklyn

Figure 8-6: Tier 3 Screening Assessment for the June 21 Analysis Day

- Project Site
- Projected Building Footprint
- Roof Above 9th Floor (95')
- Roof Above Bulkheads (140')
- 8:51am Shadow Cast/Analysis Time
- # Sunlight-Sensitive Open Space Resource
- Potentially Affected Open Space Resource



Urban Cartographics

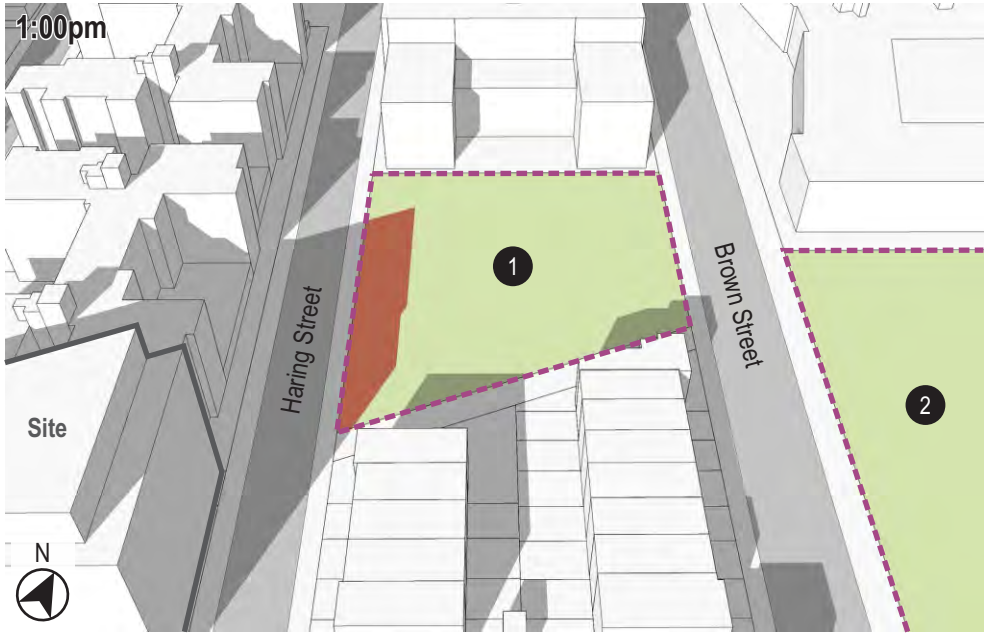
2959 Avenue Y, Brooklyn

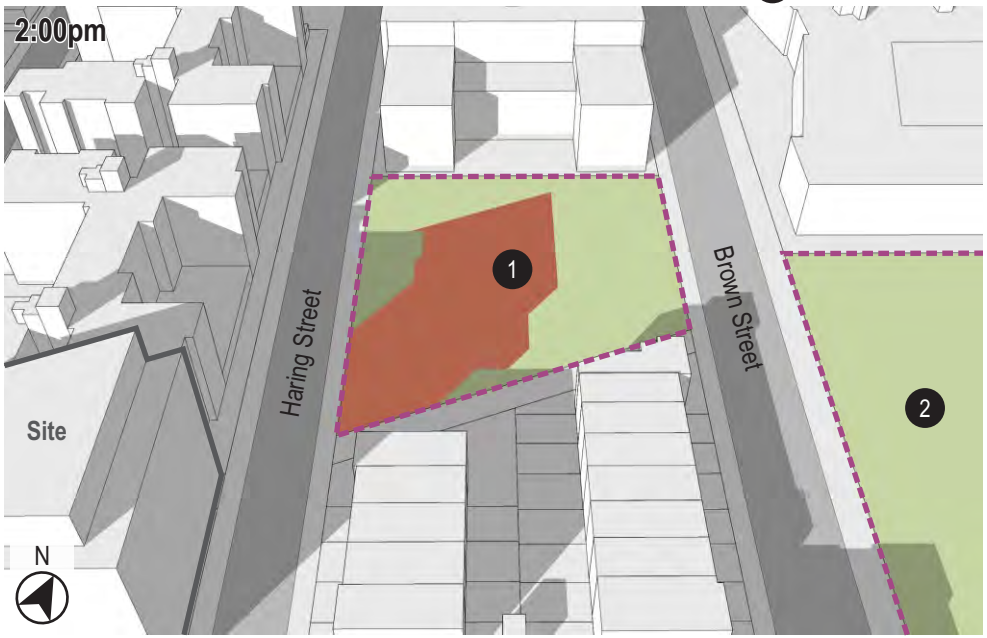
Figure 7: Detailed Analysis for the December 21 Analysis Day

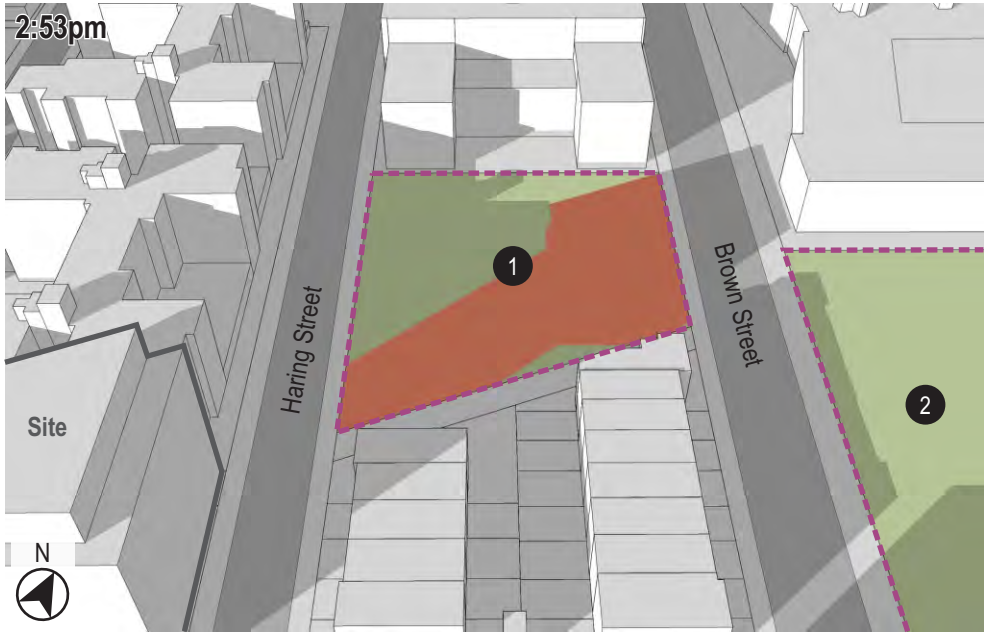
Shadows Cast on Sunlight-Sensitive Resources

1 12:31pm – 2:53pm

2 n/a







Urban Cartographics

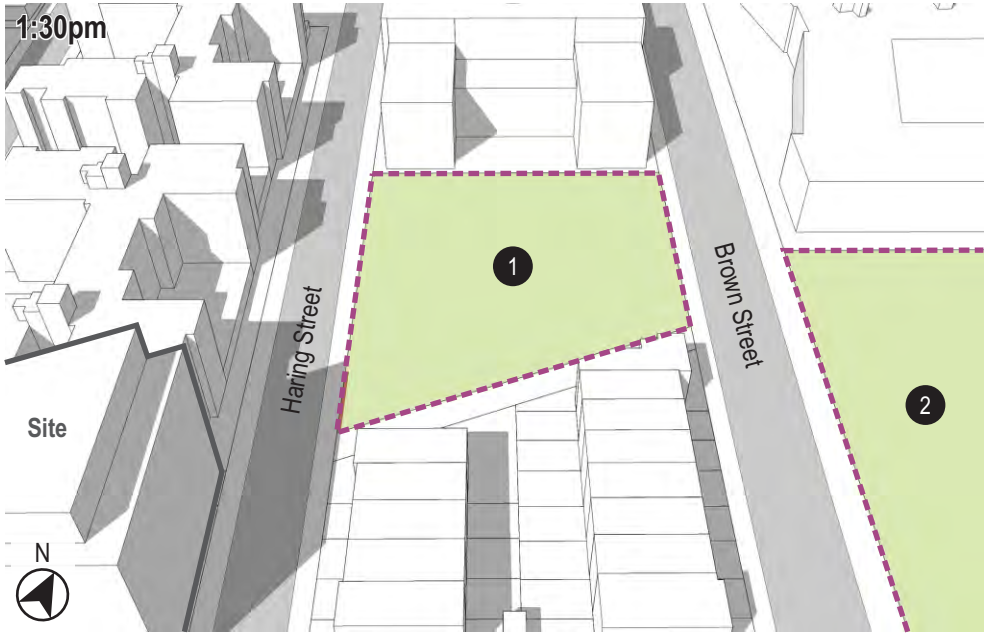
2959 Avenue Y, Brooklyn

Figure 8: Detailed Analysis for the March 21 Analysis Day

Shadows Cast on Sunlight-Sensitive Resources

1 1:27pm – 3:11pm

2 n/a







Urban Cartographics

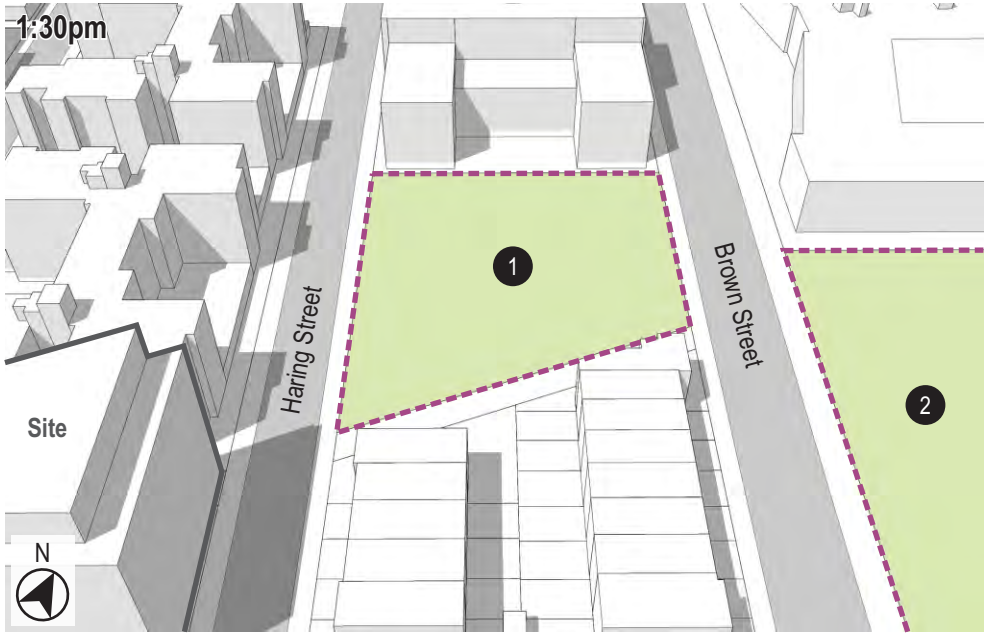
2959 Avenue Y, Brooklyn

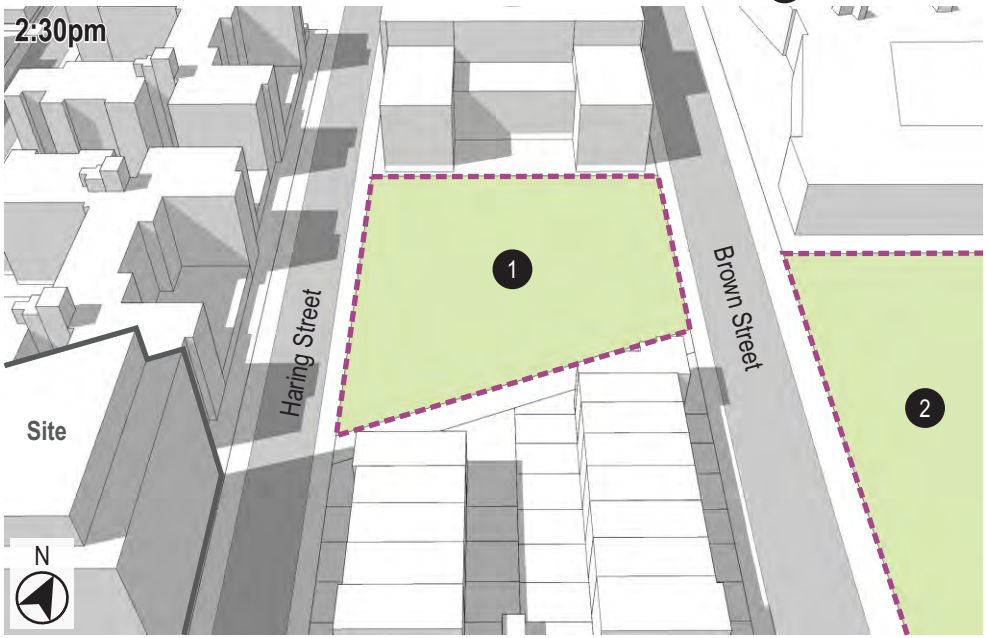
Figure 9: Detailed Analysis for the May 6 Analysis Day

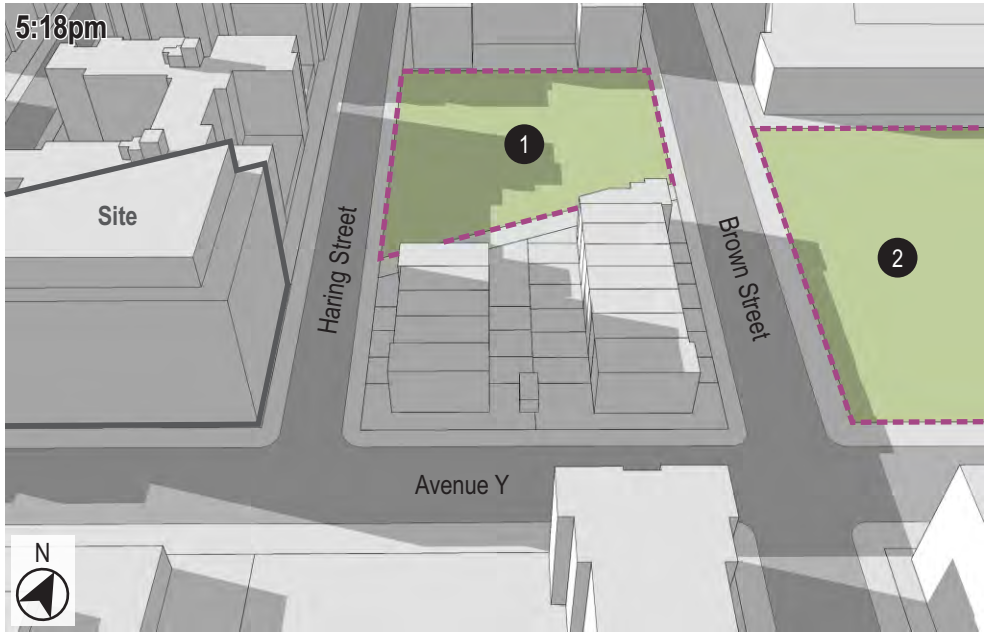
Shadows Cast on Sunlight-Sensitive Resources

1 1:48pm – 1:57pm

2 n/a







Urban Cartographics

3. HISTORIC AND CULTURAL RESOURCES

Historic and cultural resources include both architectural and archaeological resources. Architectural resources generally include historically important buildings, structures, objects, sites, and districts. They may include bridges, canals, piers, wharves, and railroad transfer bridges that may be wholly or partially visible above ground. Archaeological resources are physical remains, usually subsurface, of the prehistoric, Native American, and historic periods—such as burials, foundations, artifacts, wells, and privies. Generally, archaeological resources do not include 20th and 21st Century artifacts.

To assess the potential for impacts to historic and cultural resources, the study area has been defined as the area located within a 400-foot radius of the Rezoning Area, within which the Proposed Actions has the potential to affect historic and cultural resources. The 400-foot radius study area is bounded roughly by Avenue X to the north; Coyle Avenue to the east; Avenue Z to the south; and East 29th Street to the west.

The proposed Rezoning Area is a corner property and assemblage of three tax lots (Block 7423, Lot 36. 38 and p/o Lot 11) with approximately 25,270 square feet of lot area. It has 200 feet of frontage along Avenue Y (wide street), 125 feet of frontage along both Brown Street and Haring Street (both narrow streets). It is in Sheepshead Bay neighborhood of Brooklyn Community District 15.

According to the Cultural Resource Information System (CRIS), the Rezoning Area nor study area contains one eligible historic architectural resource. P.S. 811, located at 2525 Haring Street, was built in 1959 by Michael L. Radoslovich. P.S. 811 is significant under Criterion C as a reflection of postwar changes in architectural design, building materials and technology, and meets Criterion A for its association with the history and development of education in NYC following World War II. The Proposed Actions would not have any significant adverse impacts to this historical resource.

The attached memo from the New York City Landmarks Preservation Commission (NYC LPC) dated October 2, 2019, affirms that the Premises has no architectural or archaeological significance. See **Appendix B: NYC LPC Letter**.

Conclusion

Based on the above, there is no potential for impacts related to architectural historic resources or archaeological historic resources because of the Proposed Actions and further analysis is not required.

4. URBAN DESIGN AND VISUAL RESOURCES

Introduction

An assessment of urban design is needed when a project may have effects on any of the elements that contribute to the pedestrian experience of public space. A preliminary assessment 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, including the following.

1. Projects that permit the modification of yard, height, and setback requirements.
2. Projects that result in an increase in built floor area beyond what would be allowed 'as-of -right' or in the future without the proposed project.

The Proposed Actions would rezone the Rezoning Area from R5 to R7D for the Proposed Development Site 1.

The permissible residential and community facility FAR would increase from 1.25 and 2.0, respectively, under the existing R5 zoning district to 5.6 and 4.2., respectively, under the proposed R7D district with the inclusion of MIH. The maximum permissible building height would increase from 40 feet under the existing R5 zoning district to 115 feet under the proposed R7D zoning district.

The Proposed Actions would allow a total maximum development 96,261 gsf (80,561 zsf with 5.6 FAR) ten-story, mixed used community facility use/residential building that would rise to 115 feet high consisting of 45,131 gsf (45,131 zsf with 3.1 FAR) of residential floor area and 51,130 gsf (36,744 zsf with 2.5 FAR) of ground-floor community facility use space.

To allow for the projected development, the existing recreational area on Projected Development Site 1 would be eliminated. A preliminary urban design assessment is therefore required.

Preliminary Assessment

Existing Conditions

The proposed Rezoning Area encompasses the following properties totaling 25,270 sf in area.

Projected Development Site 1

The Projected Development Site 1 is a corner property and an assemblage of two tax lots (Block 7423 Lots 36 and 38) with approximately 14,386 square feet of lot area. It has 200 feet of frontage along Avenue Y and 125 feet of frontage along Brown Street, 30 feet along Haring Street and is located within an R5 zoning district. Lot 36 currently includes fenced in recreational space used by the students attending school on Lot 38.

The Rezoning Area is located on the northside of Avenue U between Faring Street and Brown Street. The neighborhood within 400 feet of the Rezoning Area is generally characterized by a mixed of residential, commercial and community facility uses. In addition, some mixed-use buildings (ground floor retail and residences above) are present along Nostrand Avenue, Avenue X and

Haring Street. The surrounding area includes a single automotive service use (Block 7422, Lot 53) on Nostrand Avenue. Avenue Y is a heavily trafficked east-west avenue with a mix of the above uses present, while the north-south streets radiating from Avenue Y are narrow and predominantly residential in use with some community facility uses present, including the Projected Development Site 1. One block to the west of the Development Site is Nostrand Avenue, which is the area's north-south arterial and contains a high concentration of commercial uses. There are several large-scale multi-family residential elevator buildings nearby the Development Site, including immediately north (Block 74,23, Lot 11) and east (Block 7422, Lot 40) which are both six stories and southeast across Avenue Y (Block 7447, Lot 1) there is an eight story building.

The Rezoning Area and the surrounding 400-foot radius project study area do not contain or offer views to public parks, public art/statues/sculpture, or landmark structures or districts. No development plans are known to exist within the 400-foot radius project study area by the project build year of 2025.

Zoning calculations of the existing conditions on Projected Development Site 1, including floor area calculations, lot coverage, and building heights, are shown in **Table 4-1** below.

No-Action Scenario

The No-Action Scenario under the existing R5 zoning district mapped on the Rezoning Area would be the same as the existing conditions described above. No new development would occur on Projected Development Site 1 within the Project Area. All existing uses in the Project Area would remain.

The future No-Action Development Scenario in the Project Area would not result in any changes to the existing urban design and visual character of the Area. The No-Action Development Scenario in the Project Area would not result in any impacts to visual resources as no such resources exist.

Zoning calculations of the No-Action conditions on Projected Development Site 1, including floor area calculations, lot coverage, and building heights, are shown in **Table 4-1** below.

Future With-Action Scenario

The future With-Action Development Scenario in the Rezoning Area would result in a denser development as compared to the existing/future No-Action Development Scenario. For the purposes of the urban design and visual resources analysis, the With-Action Development Scenario evaluates the maximum allowable development envelope with respect to bulk and height under the proposed R7D zoning as the zoning approvals sought do not lock in a specific building design. Part of the existing undeveloped landscaped area on Projected Development Site 1 would be eliminated and the existing underused community facility building would be demolished.

The development on Projected Development Site 1 would have an overall FAR of 5.6 which is the maximum permitted. It would result in the construction of a 115' tall building, also the maximum permitted.

As detailed above, new development would have an FAR and building height significantly greater than the 2.0 maximum FAR and two-story, 40-foot maximum building height permitted under the existing underlying R5 zoning district.

Zoning calculations of future With-Action conditions on Projected Development Site 1, including floor area calculations, lot coverage, and building heights, are shown in **Table 4-**1 below. See attached **Urban Design Diagrams** for representative street level simulations of the Existing/No-Action and With-Action Condition Development Scenarios in the context of the surrounding built environment.

Table 4-1
Zoning Calculations Relevant to Urban Design Analysis

Item	**Existing**	**No-Action**	**With-Action**
Site	**Proposed Development Site 1**		
Scenario	Community Facility (synagogue) and Recreational space	Community Facility (synagogue) and Recreational space	Mix-use Residential and Community Facility (Religious School)
Floor Area	7,030 gsf	7,030 gsf	96,261 gsf
Lot Coverage	3,535 sf (24%)	3,535 sf (24%)	14,386 sf (100%)
Heights	35 ft	35 ft	115 ft

Conclusion

The Proposed Actions would result in the development of mixed-use residential and community facility use building on Proposed Development Site 1. The increased development potential (including maximum height, area, and bulk) at the Projected Development Site 1 under the Proposed Actions would differ from the permitted development potential found within the 400-foot radius project study area.

The development scenario considered under the Proposed Actions would redevelop an underutilized and underbuilt property to new residential and community facility use, the design of which would be required to be consistent with the existing built context of the surrounding neighborhood. It would provide additional housing and educational space to the neighborhood.

Based on the foregoing, the Proposed Actions would not result in any significant adverse impacts to urban design or visual resources within the study area and a detailed urban design assessment would not be required.

2959 Avenue Y, Brooklyn
Urban Design Diagram

No-Action Scenario
Avenue Y facing east (Site at left)



With-Action Scenario
Avenue Y facing east (Site at left)



Maximum Permitted Base Height (95')
Maximum Permitted Building Height (115')
Maximum Permitted Bulkhead Height (140')
RWCDS Base Height
RWCDS Building Height
RWCDS Bulkhead Height

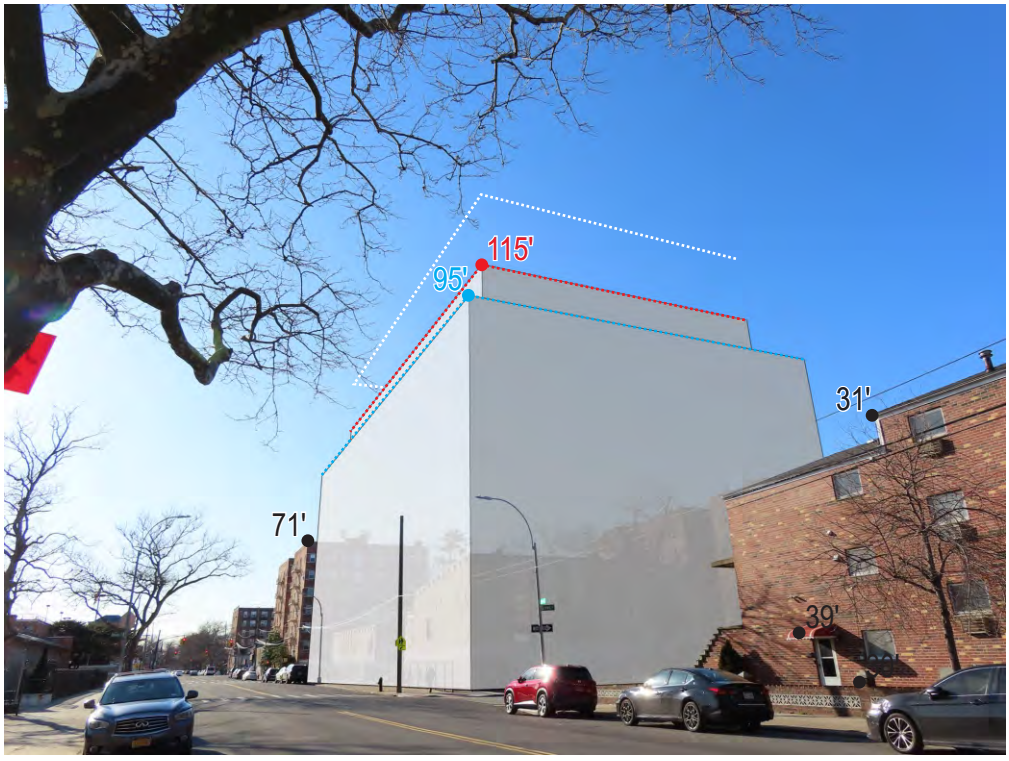
Urban Cartographics

2959 Avenue Y, Brooklyn
Urban Design Diagram

No-Action Scenario
Avenue Y facing west (Site at right)



With-Action Scenario
Avenue Y facing west (Site at right)



Maximum Permitted Base Height (95')
RWCDS Base Height
Maximum Permitted Building Height (115')
RWCDS Building Height
Maximum Permitted Bulkhead Height (140')
RWCDS Bulkhead Height

Urban Cartographics

5. HAZARDOUS MATERIALS

Introduction

A hazardous materials assessment is conducted to determine whether the Proposed Development 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.

Environmental Studies Corp. has performed a Phase I Environmental Site Assessment (ESA) of the subject property located at 2959 Avenue Y, in the Borough of Brooklyn, New York City, New York. This Phase I ESA was prepared in accordance with the ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation E 1527-13).

Site Description

The subject property at 2959 Avenue Y, Brooklyn, New York consists of a 14,390+/- square foot, triangular shaped parcel which is occupied by a 2-story (plus basement) building. At the time of the site visit, the building was occupied by an elementary school (Yeshivas Or Hatorah Elementary) and a religious facility (Shore Park Jewish Center). Heat and air conditioning for the subject building are provided by rooftop, gas-fired units.

Exterior portions of the site consist outdoor playground/recreation areas located on the north and west sides of the property.

Site History

Research into the history of the project site shows that the building was constructed in 1964. The identified former uses in the building include a religious facility (Shore Park Jewish Center), a day care facility, and an elementary school. Prior to the construction of the building, the project site was undeveloped land as shown on historical Sanborn maps and aerial photographs. The identified former uses of the project site are not types which typically involve the storage or use of hazardous substances or petroleum products. Given the identified former uses of the property, it is considered unlikely that these uses would have impacted the project site.

Site Drainage

Typical lavatory drainage structures such as sinks and toilets are present in the subject building. Septic wastes and stormwater from the project site are discharged to the municipal sewer system.

Petroleum Storage Tanks

No indications of the presence of petroleum storage tanks such as tank fillports, vent lines, associated mechanical equipment, etc., were observed on the portions of the property viewed during the site visit. The property is not identified in the New York State Department of Environmental Conservation (NYSDEC) Petroleum Bulk Storage database, which lists all registered facilities with a total combined petroleum storage capacity in excess of 1,100 gallons.

There are not any Oil Burner Applications on file for the project site in the New York City Department of Buildings (NYCDOB) records reviewed.

Asbestos/Lead-Based Paints/PCBs

Given the age of the building (completed in 1965), it is possible that it contains asbestos building materials and lead-based paints. Given the uses in the building, it is unlikely that it would contain electrical transformers or other large electrical equipment containing PCBs.

Regulatory Agency Database Records

The property does not appear in the Federal or State environmental databases reviewed including the United States Environmental Protection Agency (USEPA's) Superfund, CERCLIS or ERNS databases, the RCRA Hazardous Waste Generators list or hazardous waste Treatment/Storage/Disposal Facilities list, or the New York State Department of Environmental Conservation (NYSDEC's) Spill Logs or Petroleum Bulk Storage (PBS) database, Solid Waste Facilities database, Voluntary Cleanup Program database, Brownfield Cleanup Program database, or the Registry of Inactive Hazardous Waste Disposal Sites.

Surrounding Land Uses

The property is adjoined to the north by an apartment building. Adjacent and to the south of the site is Avenue Y, beyond which is a school. Adjacent and to the east of the site is Brown Street, beyond which are residential dwellings. The project site is adjoined to the west by Haring Street, beyond which is a mixed-use building (i.e., residential with ground floor professional offices). Land uses in the immediate vicinity of the property (i.e., within approximately 500 feet of the site) are predominantly comprised of residential uses, schools, and commercial/retail uses located along Nostrand Avenue. There is an active gasoline filling station at 3755 Nostrand Avenue, which is located approximately 200 feet northwest of the project site. There were not any heavy industrial uses identified in the immediate vicinity of the project site.

A review of Sanborn historical maps shows that land uses in the immediate vicinity of the property have historically contained a mix of residential uses, schools, commercial/retail uses, and auto-related uses (e.g., filling stations, auto repair garages, etc.). There were not any heavy industrial uses identified in the immediate vicinity of the project site on any of the historical Sanborn maps reviewed. The 1968 through 1991 Sanborn maps show a gasoline filling station located at 3768 Nostrand Avenue, which is located approximately 350 feet west of the project site. The 1968 through 1993 Sanborn maps show a gasoline filling station at 3767 Nostrand Avenue, which is located approximately 175 feet west of the project site. Finally, the historical Sanborn maps show that the property at 3755 Nostrand Avenue has contained a filling station since at least 1968.

There is one NYSDEC Inactive Hazardous Waste Disposal site, two Brownfield Cleanup Program sites, ten NYSDEC Spill sites, three Registered Dry Cleaners, and five Historical Dry Cleaners located within the immediate vicinity of the property. Given the number of off-site, potential sources of contamination in the immediate vicinity of the project site, the potential for groundwater contamination exists in the immediate vicinity of the project site.

Conclusions

The Phase I Environmental Site Assessment was performed in conformance with the scope and limitations of ASTM Practice E 1527-13 of 2959 Avenue Y, Brooklyn, N.Y., the property. Any exceptions to or deletions from this standard are described in section A of the Phase I report. This assessment has revealed no evidence of *Historical Recognized Environmental Conditions* or *Controlled Recognized Environmental Conditions* in connection with the property. This assessment has revealed no evidence of *Recognized Environmental Conditions* in connection with the property, with the following exception:

- The potential for contamination at the subject property from off-site sources of contamination currently or formerly located in the immediate vicinity of the project site.

6. TRANSPORTATION

INTRODUCTION

Pursuant to the guidance of the *2021 City Environmental Quality Review (CEQR) Technical Manual*, this chapter examines the potential effects of the Proposed Actions on the Project Area's transportation systems. Specifically, it compares conditions in the future with the Proposed Actions (the With-Action condition) against conditions in the future without the Proposed Actions (the No-Action Condition). Based on the proposed mixed-use development increment trip generation (Level 1) screening analysis results, it was determined that the Proposed Actions would not result in significant adverse impacts on transportation as summarized below.

PROJECT AREA

The Applicant is seeking a zoning map amendment to rezone Block 7423, Lots 36, 38, and part of Lot 11 in the Sheepshead Bay neighborhood of Brooklyn, Community District 15. It is bounded by Avenue X, a two-way eastbound/westbound roadway to the north; Haring Street, a one-way northbound roadway to the west; Avenue Y, a two-way eastbound/westbound roadway to the south; and Brown Street, a one-way northbound roadway to the east.

PROJECTED DEVELOPMENT SITE

The transportation analysis is based on one (1) Projected Development Site 1 (total of 2 lots), as described below:

- Block 7423, Lots 36 and 38: Will be developed as Projected Development Site 1 in the With-Action condition (owned by the applicant).

EXISTING CONDITIONS

The Projected Development Site within the Project Area currently contain a total of 7,030 gsf of private school (synagogue) space, and no accessory parking, as summarized in **Table 1.**

NO-ACTION SCENARIO

Absent the Proposed Actions, it is assumed that the Projected Development Site within the Project Area would remain the same as the existing condition, as summarized in **Table 1**.

WITH-ACTION SCENARIO

The Proposed Actions would facilitate the development of a new 7-story mixed-used building containing 53 residential dwelling units (45,131 gsf) and 51,130 gsf of private school (synagogue) space, and would not provide any accessory parking spaces, as summarized in **Table 1.**

Table 1 – Existing, No-Action Scenario, With-Action Scenario, and Increment on the Projected Development Site

Land Use	Existing	No-Action	With-Action	Increment
Residential d.u.	**0 d.u. (0 gsf)**	**0 d.u. (0 gsf)**	**53 d.u. (45,131 gsf)**	**53 d.u. (45,131 gsf)**
Private School (Synagogue) (gsf)	**7,030 gsf**	**7,030 gsf**	**51,130 gsf**	**44,100 gsf**
Accessory Parking	**0**	**0**	**0**	**0**

Source: Approved RWCDS.

ANALYSIS FRAMEWORK

The transportation analyses are based on the net difference between the Proposed With-Action and No-Action scenarios or build increment.

INCREMENT

The Proposed Actions would result in an increase of 53 net new residential dwelling units (45,131 gsf), 44,100 gsf of private school space, and 0 accessory parking spaces, as summarized in **Table 1**.

PRINCIPAL CONCLUSIONS

The following detailed trip generation (Level 1) screening analyses have been conducted for the project increment scenario, as are summarized in **Table 1**.

Based on the results of trip generation screening analyses, as summarized in **Tables 3 and 4 (Appendix C**), the Proposed Actions would generate fewer vehicles, transit (subway and bus), and pedestrian trips than the *2021 CEQR Technical Manual thresholds*. Therefore, in accordance with the threshold guidelines as detailed in the *2021 CEQR Technical Manual,* the Proposed Actions would not result in significant adverse impacts related to transportation, and no further transportation analyses would be warranted, as detailed below.

Traffic and Parking

Based on the results of trip generation analyses, it is concluded that the Proposed Actions would not result in 50 or more peak hour vehicle trip-ends for the Weekday AM, Midday, PM, and Saturday Midday peak hours, respectively, as summarized in **Table 4 (**Appendix C). Therefore, in accordance with the *CEQR Technical Manual* threshold, the vehicular trip ends generated by the Proposed Actions would not result in any conditions that would require a detailed assessment of traffic and parking impacts.

Parking

The Proposed Actions would not provide any accessory parking spaces, as parking requirements are waived for MIH units in Transit Zone. The Proposed Actions would screen for

vehicular traffic as detailed below, and per the *CEQR Technical Manual,* no detailed parking assessment would be required.

Transit

Subway

Based on the results of the trip generation (Level 1) screening analysis, the Proposed Actions would generate fewer subway trips than 200 peak hour subway trip-ends, as summarized in **Table 3** (Appendix C) for the Weekday AM, Midday, PM, and Saturday Midday peak hour periods. Therefore, in accordance with the *CEQR Technical Manual* 200 subway trip-ends threshold, the subway trip-ends generated by the Proposed Actions would not result in any conditions requiring a detailed assessment of subway impacts.

Bus

Based on the results of the trip generation (Level 1) screening analysis, the Proposed Actions would generate fewer bus trips than 50 peak hour bus trip-ends during any peak hour, as summarized in **Table 3** (Appendix C) for the Weekday AM, Midday, PM, and Saturday Midday peak hour periods. Therefore, in accordance with the *CEQR Technical Manual* 200 bus trip-ends threshold, the bus trip-ends generated by the Proposed Actions would not result in any conditions requiring a detailed assessment of bus impacts.

Pedestrian

Based on the results of the trip generation (Level 1) screening analysis, as summarized in **Table 3** (Appendix C), it is concluded that the Proposed Actions would not result in 200 or more peak hour pedestrian trip-ends during the Weekday AM, Midday, PM, and Saturday Midday peak hour periods. Therefore, in accordance with the *CEQR Technical Manual* 200 pedestrian trip-ends threshold, a detailed assessment of pedestrian impacts would not be warranted.

Table 2 : Transportation Planning Factors

2959 Avenue Y, Brooklyn NY

Land Use:	*Residential*		*Private School (Grades K-6)*		*Private School (Grades 7,8)*		*Private School (Staff)*	
	d.u.		*gsf*		*gsf*		*gsf*	
Size/Units:	*53*		*44,100*		*44,100*		*44,100*	
	(1)		(4)		(4)		(4)	
Trip Generation:								
Weekday	8.18		155		60		25	
Saturday	9.08		0		0		0	
	per d.u.		2 per student		2 per student		2 per staff	
Linked-Trip:	0%		0%		0%		0%	
Temporal Distribution:	(1)		(4)		(4)		(4)	
AM Peak Hour	9.3%		50.0%		50.0%		50.0%	
MD Peak Hour	5.6%		0%		0.0%		0.0%	
PM Peak Hour	8.5%		50.0%		50.0%		50.0%	
Saturday Midday Peak Hour	8.4%		0.0%		0.0%		0.0%	
	(2)		(4)		(4)		(4)	
Modal Split :	All Periods		All Periods		AM	PM	All Periods	
Auto	36.9%		0%		0%	0%	20%	
Taxi	0.1%		0%		0%	0%	0%	
School Bus	0.0%		100%		100%	0%	0%	
Subway	34.4%		0%		0%	0%	0%	
Bus	10.7%		0%		0%	100%	0%	
Walk & Other	17.9%		0%		0%	0%	80%	
Total	100%		100%		100%	100%	100%	
	(1)		(4)		(4)		(4)	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out
AM Peak Hour	22%	78%	100%	0%	100%	0%	100%	0%
MD Peak Hour	50%	50%	0%	0%	0%	0%	0%	0%
PM Peak Hour	62%	38%	0%	100%	0%	100%	0%	100%
Saturday Midday Peak Hour	55%	45%	0%	0%	0%	0%	0%	0%
Vehicle Occupancy:	(2&3)		(4)		(4)		(4)	
	All Periods		All Periods		All Periods		All Periods	
Auto	1.13						1	
Taxi	1.3						1	
School Bus			65		65			
Truck Trip Generation:	(1)							
Weekday	0.06							
Saturday	0.02							
	per d.u.							
	(1)							
AM Peak Hour	12%							
MD Peak Hour	9%							
PM Peak Hour	2%							
Saturday Midday Peak Hour	9%							
Truck In/Out Splits:	In	Out						
AM/MD/PM/Sat.Midday	50%	50%						

Sources:

(1)-2021 CEQR Technical Manual, Table 16-2.

(2)-2016-2020 American Community Survey (ACS)- Journey-to-Work (JTW) Census Tract #'s 572, 594.02, 594.04, 596, 598, 600, and 626 in Brooklyn N.Y.

(3)-East New York Rezoning FEIS 2016, Table 13-8.

(5)-Trip rates, modal splits, temporal distribution and vehicle occupancy rates of the proposed school students and staff are based on the information provided by the existing school operators

Table 3 : Estimated Person Trips

2959 Avenue Y, Brooklyn NY

Land Use:	*Residential*		*Private School (Grades K-6)*		*Private School (Grades 7,8)*		*Private School (Staff)*		Total Net Demand		subway
	d.u.		*gsf*		*gsf*		*gsf*				bus
Size/Units:	*53*		*44,100*		*44,100*		*44,100*				walk
											Pedestrian Tri
Peak hour Trips											
AM Peak Hour	40		155		60		25		**280**		
Midday Peak Hour	24		0		0		0		**24**		
PM Peak Hour	37		155		60		25		**277**		
Saturday Midday Peak Hou	40		0		0		0		**40**		
Person Trips:											
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	3	12	0	0	0	0	5	0	8	12	
Taxi	0	0	0	0	0	0	0	0	0	0	
School Bus	0	0	155	0	60	0	0	0	215	0	
Subway	3	11	0	0	0	0	0	0	3	11	**14**
Bus	1	3	0	0	0	0	0	0	1	3	**4**
Walk & Other	2	6	0	0	0	0	20	0	22	6	**28**
Total	9	32	155	0	60	0	25	0	249	32	**46**
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	4	4	0	0	0	0	0	0	4	4	
Taxi	0	0	0	0	0	0	0	0	0	0	
School Bus	0	0	0	0	0	0	0	0	0	0	
Subway	4	4	0	0	0	0	0	0	4	4	**8**
Bus	1	1	0	0	0	0	0	0	1	1	**2**
Walk & Other	2	2	0	0	0	0	0	0	2	2	**4**
Total	11	11	0	0	0	0	0	0	11	11	**14**
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	8	5	0	0	0	0	0	5	8	10	
Taxi	0	0	0	0	0	0	0	0	0	0	
School Bus	0	0	0	155	0	0	0	0	0	155	
Subway	8	5	0	0	0	0	0	0	8	5	**13**
Bus	2	1	0	0	0	60	0	0	2	61	**63**
Walk & Other	4	3	0	0	0	0	0	20	4	23	**27**
Total	22	14	0	155	0	60	0	25	22	254	**103**
Saturday Midday Peak Hou	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	8	7	0	0	0	0	0	0	8	7	
Taxi	0	0	0	0	0	0	0	0	0	0	
School Bus	0	0	0	0	0	0	0	0	0	0	
Subway	8	6	0	0	0	0	0	0	8	6	**14**
Bus	2	2	0	0	0	0	0	0	2	2	**4**
Walk & Other	4	3	0	0	0	0	0	0	4	3	**7**
Total	22	18	0	0	0	0	0	0	22	18	**25**

Table 4 : Estimated Vehicular Trips
2959 Avenue Y, Brooklyn NY

Land Use:	*Residential*		*Private School (Grades K-6)*		*Private School (Grades 7,8)*		*Private School (Staff)*		Total	Net Demand	Total Vehicle Trips
	d.u.		*gsf*		*gsf*		*gsf*				
Size/Units:	*53*		*44,100*		*44,100*		*44,100*				
Vehicular Trips											
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	3	11	0	0	0	0	5	0	8	11	19
Taxi	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	3	0	1	0	0	0	4	0	4
Truck(Balanced)	0	0	0	0	0	0	0	0	0	0	0
Total	3	11	0	0	0	0	5	0	**12**	**11**	**23**
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	4	4	0	0	0	0	0	0	4	4	8
Taxi	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	0	0	0	0	**4**	**4**	**8**
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	7	4	0	0	0	0	0	5	7	9	16
Taxi	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	3	0	0	0	0	0	3	3
Truck(Balanced)	0	0	0	0	0	0	0	0	0	0	0
Total	7	4	0	0	0	0	0	5	**7**	**12**	**19**
Saturay Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	7	6	0	0	0	0	0	0	7	6	13
Taxi	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0	0	0	0	0	0
Total	7	6	0	0	0	0	0	0	**7**	**6**	**13**

BUILD YEAR

Based on an estimated 12-month CEQR approval process and a 12-month construction period, the analysis year for the Projected Development Site 1 is 2025.

TRANSPORTATION PLANNING ASSUMPTIONS

Trip generation factors for the Proposed Actions were determined based on information from the 2021 *City Environmental Quality Review (CEQR) Technical Manual*, U.S. Census Data, other approved EASs and EISs, and the existing private school operators. The travel demand assumptions and trip generation sources are summarized in **Table 2** (Appendix C) and detailed below.

Residential Development

The *2021 CEQR Technical Manual* Table 16-2 was utilized for trip generation rates, including truck trips, peak hour temporal distribution, and directional splits. The 2016-2020 American Community Survey (ACS) Journey-to Work (JTW) data for Census Tract #'s 572, 594.02, 594.94, 596, 598, 600, and 626 in Brooklyn, NY was used for modal split information and auto occupancy rate, as is estimated in **Exhibits 1 and 2**, and summarized in **Table 2** (Appendix C).

The estimated modal split data for residential use found that approximately 36.9% would travel by car, 0.1% would travel by taxi, 10.7% would travel by bus, 34.4% would travel by subway, and 17.9% would travel by foot and other modes of travel, as shown and summarized in **Exhibit 1**. The auto occupancy rate is 1.13, based on the 2016-2020 ACS JTW data for Census Tract #'s 572, 594.02, 594.94, 596, 598, 600, and 626 in Brooklyn NY as summarized in **Exhibit 2**. The taxi occupancy rate is based on the *East New York Rezoning Proposal FEIS* (Table 13-8).

Exhibit 1

Modal Split Data

2016-2020 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 572, 594.02, 594.04, 596, 598, 600, and 626 in Brooklyn, NY

2959 Avenue Y, Brooklyn NY

2016-2020 ACS 5-Year, Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bicycle	Walked	Other Means	Worked @ Home	Total
572	1664	419	136	247	0	514	0	0	13	0	0	150	0	185	1,664
594.02	2698	740	169	257	0	976	0	0	0	0	0	141	19	396	2,698
594.04	1878	409	296	264	0	638	0	0	0	0	0	125	0	146	1,878
596	1187	380	37	107	0	310	0	0	0	0	0	138	0	215	1,187
598	1440	587	111	202	0	428	0	0	0	0	0	60	35	17	1,440
600	3055	864	141	157	0	1271	0	0	0	0	33	211	70	308	3,055
626	1164	412	124	167	0	354	9	0	0	3	0	81	0	14	1,164
Total	13,086	3,811	1,014	1,401	0	4,491	9	0	13	3	33	906	124	1,281	13,086
		0.291	***0.077***	***0.107***	***0.00***	***0.343***	***0.001***	***0.00***	***0.00***	***0.00***	***0.00***	***0.069***	***0.01***	***0.098***	***1.00***

Exhibit 2

Auto Occupancy Rate Data

2016-2020 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 572, 594.02, 594.04, 596, 598, 600, and 626 in Brooklyn, NY

2016-2020 ACS-5 Year (JTW), Auto Occupancy Rate:

Census Tract	Total	Drove alone	Total carpool	2person carpool	3 Person	4 Person	5 or 6 Persor	7 or more Person	Total
572	555	419	136	117	0	19	0	0	136
594.02	909	740	169	132	12	0	25	0	169
594.04	705	409	296	275	1	0	20	0	296
596	417	380	37	37	0	0	0	0	37
598	698	587	111	66	18	20	7	0	111
600	1005	864	141	141	0	0	0	0	141
626	536	412	124	119	0	5	0	0	124
persons	**4,825**	3,811	1,014	887	31	44	52	0	1,014
cars		3811		444	10	11	9	0	**4,285**

Modal Split Data Summary	
Auto	**36.9%**
Taxi	**0.1%**
Bus	**10.7%**
Subway	**34.4%**
Walk	**6.9%**
Other	**11.0%**
Total	**100%**
Vehicle Occupancy =	**1.126**

Private School (Synagogue)

Students (Grades K-6)

The current student enrollment of the existing private school is 235 in total including 170 students from Grades K-6 and 65 students from Grades 7&8. According to the existing school operator, all students of Grades K-6 arrive at the school at 8:30 AM on 3 school buses; students of Grades K-5 depart from school at 4:00 PM on 3 school buses; and students of Grade 6 department from school at 5:00 PM on 1 school bus.

The Proposed Actions are expected to expand the existing school to accommodate a maximum of 450 students in total. Based on the exiting school enrollment information, it is estimated that the proposed future school would have 325 students from Grades K-6 and 125 students from Grades 7&8. Therefore, the Proposed Actions would generate a net increase of 155 Grades K-6 students, all of whom would arrive at school on 3 school buses during AM peak hour period (8:30-9:30 AM) and depart from school on 3 school buses during PM peak hour (4:00-5:00 PM), as summarized in **Tables 2 through 4** (Appendix C)**.** The vehicle occupancy for each school bus is 65.

Students (Grades 7&8)

The current student enrollment of the existing private school is 235 in total including 170 students from Grades K-6 and 65 students from Grades 7&8. According to the existing school operator, all students of Grades 7&8 arrive at the school at 9:30 AM on 1 school buses and depart from school at 5:00 PM to take mass transit home.

The Proposed Actions are expected to expand the existing school to accommodate a maximum of 450 students in total. Based on the exiting school enrollment information, it is estimated that the proposed future school would have 325 students from Grades K-6 and 125 students from Grades 7&8. Therefore, the Proposed Actions would generate a net increase of 60 Grades 7&8 students, all of whom would arrive at school on 1 school bus during AM peak hour period (8:30-9:30 AM) and depart from school to take transit buses during PM peak hour (4:00-5:00 PM), as summarized in **Tables 2 through 4** (Appendix C)**.** The vehicle occupancy for each school bus is 65.

School Staff

The current staff number of the existing private school is 27 in total including teachers, administrators, and custodial staff. According to the existing school operator, all staff arrive at the school around 8:00 AM and depart from school around 6:00 PM. It is estimated that approximately 20% of staff drive and 80% of staff walk to and from school every day.

The Proposed Actions are expected to expand the existing school to accommodate a maximum of 450 students in total. Based on the exiting school enrollment information, it is estimated that the proposed future school would have 52 staff in total. Therefore, the Proposed Actions would generate a net increase of 25 staff, 20% of whom would drive to school during AM peak hour period (8:00-9:00 AM) and drive home from school during PM peak hour (5:00-6:00 PM); 80% of whom would walk to school during AM peak hour period (8:00-9:00 AM) and walk home from school during PM peak hour (5:00-6:00 PM) as summarized in **Tables 2 through 4** (Appendix C)**.** The vehicle occupancy of staff is 1.

PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENTS

The *CEQR Technical Manual* recommends a two-tier screening procedure for the preparation of a "preliminary analysis" to determine if quantified analyses of transportation conditions are warranted. As discussed below, the preliminary analysis begins with a trip generation analysis (Level 1) to estimate the volume of person and vehicle trip-ends attributable to the Proposed Actions. If the Proposed Actions are expected to result in fewer than 50 peak hour vehicle trip-ends and fewer than 200 peak hour transit or pedestrian trip-ends, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (Level 2) are performed to estimate the incremental trip-ends at specific transportation elements and to identify potential locations for further analyses. If the trip assignments show that the Proposed Actions would result in 50 or more peak hour vehicle trip-ends at an intersection, 200 or more peak hour subway trip-ends at a station, 50 or more peak hour bus trip-ends in one direction along a bus route, or 200 or more peak hour pedestrian trip-ends traversing a pedestrian element, then further quantified analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, and parking.

LEVEL 1 SCREENING ASSESSMENTS

A Level 1 trip generation screening assessment was conducted for the project increment, as summarized in **Table 1,** to estimate the numbers of person and vehicle trip-ends by mode generated by the Proposed Actions during the Weekday AM, Midday, PM, and Saturday peak hours, as summarized in **Tables 3, and 4** (Appendix C). These trip estimates were then compared to the *CEQR Technical Manual* thresholds to determine if a Level 2 screening and/or quantified operational analyses would be warranted.

The Proposed Actions would generate a total of 280, 24, 277, and 40 net person trip-ends, 23 (12 inbound and 11 outbound), 8 (4 inbound and 4 outbound), 19 (7 inbound and 12 outbound), and 13 (7 inbound and 6 outbound) net vehicle trip-ends; 14, 8, 13, and 14 net subway trip-ends; 4, 2, 63, and 4 net bus trip-ends; and 46, 14, 103, and 25 net pedestrian trip-ends, during the Weekday AM, Midday, PM, and Saturday Midday peak hours, respectively. Based on the results of trips generated by the Proposed Actions, as summarized in **Tables 3, and 4** (Appendix C), and in accordance with the *CEQR Technical Manual* thresholds, the Proposed Actions would not require a Level 2 screening analyses or further quantitative assessment of transportation impacts.

VEHICLE TRIPS

Vehicular Trip-Ends

The Proposed Actions would generate a total of 23 (12 inbound and 11 outbound), 8 (4 inbound and 4 outbound), 19 (7 inbound and 12 outbound), and 13 (7 inbound and 6 outbound) net vehicle trip-ends, during the Weekday AM, Midday, PM, and Saturday Midday Peak hour periods, respectively. Therefore, in accordance with the *CEQR Technical Manual* 50-vehicle trip-end threshold, the vehicular trip-ends generated by the Proposed Actions would not result in any conditions that would require a detailed assessment of traffic and parking impacts.

TRANSIT

Bus Trip-Ends

Because there is no subway station within the ¼ mile radius of the Project Area, and the only option for subway riders is Sheepshead Bay Station of Line B and Q accessible via Bus Route

B36, the net bus trips generated by the Proposed Actions would be a total of subway and bus trips. The Proposed Actions would generate a total of 18, 10, 76, and 18 net bus trip-ends during the Weekday AM, Midday, PM, Saturday Midday peak hour periods, respectively, as summarized in Table 3 (Appendix C). Currently three bus lines serve the Project Area, including Bus Route B36 and B44 both of which run north-southbound along Nostrand Avenue; and Bus Route BM3 running east-westbound along Avenue X. The Proposed Actions would generate fewer than 200 total bus trip-ends during Weekday AM, Midday, PM, and Saturday Midday peak hour period, and in accordance with the *CEQR Technical Manual* criteria, would not result in any conditions that would typically trigger the need for a detailed assessment of bus impacts.

Subway Trip-Ends

The Proposed Actions would generate a total of 14, 8, 13, and 14 net subway trip-ends during the Weekday AM, Midday, PM, and Saturday Midday peak hour time periods, respectively, as summarized in **Tables 3** (Appendix C). Currently there is no subway station within the ¼ mile radius of the Project Area, and the only option for subway riders is Sheepshead Bay Station of Line B and Q accessible via Bus Route B36. The Proposed Actions would generate fewer than 200 subway trip-ends during the Weekday AM, Midday, PM, and Saturday Midday peak hour time periods, and in accordance with CEQR *Technical Manual* criteria, would not result in any conditions that would typically trigger the need for a detailed assessment of subway impacts.

PEDESTRIAN

The Proposed Actions would generate a total of 46, 14, 103, and 25 net pedestrian trip-ends during the Weekday AM, Midday, PM, and Saturday Midday peak hour periods, respectively. Therefore, in accordance with the *CEQR Technical Manual* 200 pedestrian trip-ends threshold, a detailed assessment of pedestrian impacts would not be required.

SCHOOL SAFETY

According to the *2021 CEQR Technical Manual*, a high crash location is defined as a location identified along a Vision Zero corridor/intersection or with five or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent 3-year period for which data is available. The Vision Zero View website (https://vzv.nyc/) shows that none of the adjacent intersections of the Proposed Actions exceeds the *2021 CEQR Technical Manual* threshold, and none of the analyzed intersections is located within Senior Pedestrian Focus Areas (SPFAs) or on Truck Priority Safety Corridors. Therefore, further transportation safety analysis is not required.

CONCLUSIONS

The results of the transportation screening analyses indicate that the Proposed Actions would generate fewer than the *CEQR Technical Manual* threshold of 50 net vehicle trip ends in the study area during the Weekday AM, Midday, PM, and Saturday Midday peak hour time periods. No significant adverse impacts related to traffic and parking conditions are anticipated to occur. Similarly, no significant adverse impacts related to transit and pedestrians would be expected. In conclusion, the Proposed Actions would not result in any significant adverse impacts related to transportation, therefore, no further detailed assessment would be warranted.

7. AIR QUALITY

Ambient air quality, or the quality of the surrounding air, may be affected by air pollutants produced by motor vehicles, referred to as "mobile sources"; by fixed facilities, usually referenced as "stationary sources"; or by a combination of both. Under the City Environmental Review (CEQR), an air quality assessment determines both a proposed project's effects on ambient air quality and the quality of the ambient air at the project.

Ambient air quality describes pollutant levels in the surrounding environment to which the public has access. The pollutants of concern include six criteria pollutants—known as "criteria" pollutants, and air toxics or toxic air pollutants known as noncriteria pollutants, which include hazardous air pollutants (HAPs) and many other pollutants. To assess potential health hazards due to ambient air quality, the impact of air pollutants emitted by motor vehicles (mobile source) and by fixed facilities (stationary source) are analyzed.

The Proposed Actions would facilitate the development of a mixed-use community facility and residential building (the "Proposed Development") on Block 7423, Lots 36 and 38 (the "Projected Development Site 1"). The Proposed Development would feature a seven-story (plus cellar), 78.5-foot-tall building, containing 45,131 gsf of residential space and 51,130 gsf of community facility space.

Mobile Source

Based on the projected traffic volumes (see Chapter "Transportation"), the maximum projected hourly incremental traffic volumes generated by the Proposed Actions would be 23, 8, 19, and 13 vehicle trips during the AM, midday, PM and Saturday midday peak hours, respectively. Therefore, the projected traffic volumes would not exceed the carbon monoxide (CO) screening threshold defined in the 2021 *CEQR Technical Manual* (170 peak hour vehicle trips at an intersection in the study area). Considering the low levels of project-generated traffic, emissions of particulate matter (PM) would not exceed the *de minimis* thresholds referenced in the *CEQR Technical Manual*.

In addition, the Proposed Actions would not result in operable windows or air intakes within 200 feet of an atypical roadway, nor would it result in creation of a covered roadway or be affect by covered roadway. The project would not create a new sensitive receptor adjacent to existing large parking facilities, or significantly increase the vehicle miles traveled in a large area. The proposed project would provide no (0) parking spaces.

Therefore, no further assessment of the above-mentioned criterions potential for mobile source air quality impacts is warranted.

Stationary Source

According to the *CEQR Technical Manual* guidelines, air quality analyses of stationary sources may be warranted if a project would (i) create new stationary sources of pollutants – such as emission stacks of industrial plants, hospitals, other large institutional uses, or even a building's

boilers – that may affect surrounding uses; (ii) introduce certain new uses near existing or planned emissions stacks that may affect the use, or (iii) introduce structures near such stacks so that changes in the dispersion of emissions from the stacks may affect surrounding uses.

Heating and Hot Water Systems

The heating/hot water, ventilation, and air conditioning (HVAC) systems analysis considers the potential for emissions from the HVAC system(s) of a proposed action(s) to result in development that significantly impacts existing land uses (project-on-existing) in the area. Based on the *CEQR Technical Manual*, a preliminary screening assessment is to be conducted as a first step to predict whether the potential impacts of the heat and hot water system(s) boiler emissions can be significant. The screening analysis determines the threshold of a development size below which the action would not have a significant impact.

Screening Assessment

The *CEQR Technical Manual* Figure 17-3 nomograph was used for the screening assessment. The nomograph depicts the size of the development versus distance below which the potential impact can occur and provides a conservative estimate of the threshold distance. A detailed analysis is required if the screening assessment failed. Based on the methodology above, the Proposed Development was analyzed as a 78.5-foot-tall building, containing 96,261 gsf. A distance of 400 feet was applied as no other building similar or greater in height is located within 400 feet of the Projected Development Site 1. **Figures 1** shows the existing building footprints and roof heights map, compiled from the NYC Building Footprint database.[1]

[1] City of New York, nyc-geo-metadata (May 03, 2016); https://ata.cityofnewyork.us/Housing-Development/Building-Footprints/nqwf-w8e

Figure 1: Existing Buildings Footprint and Height

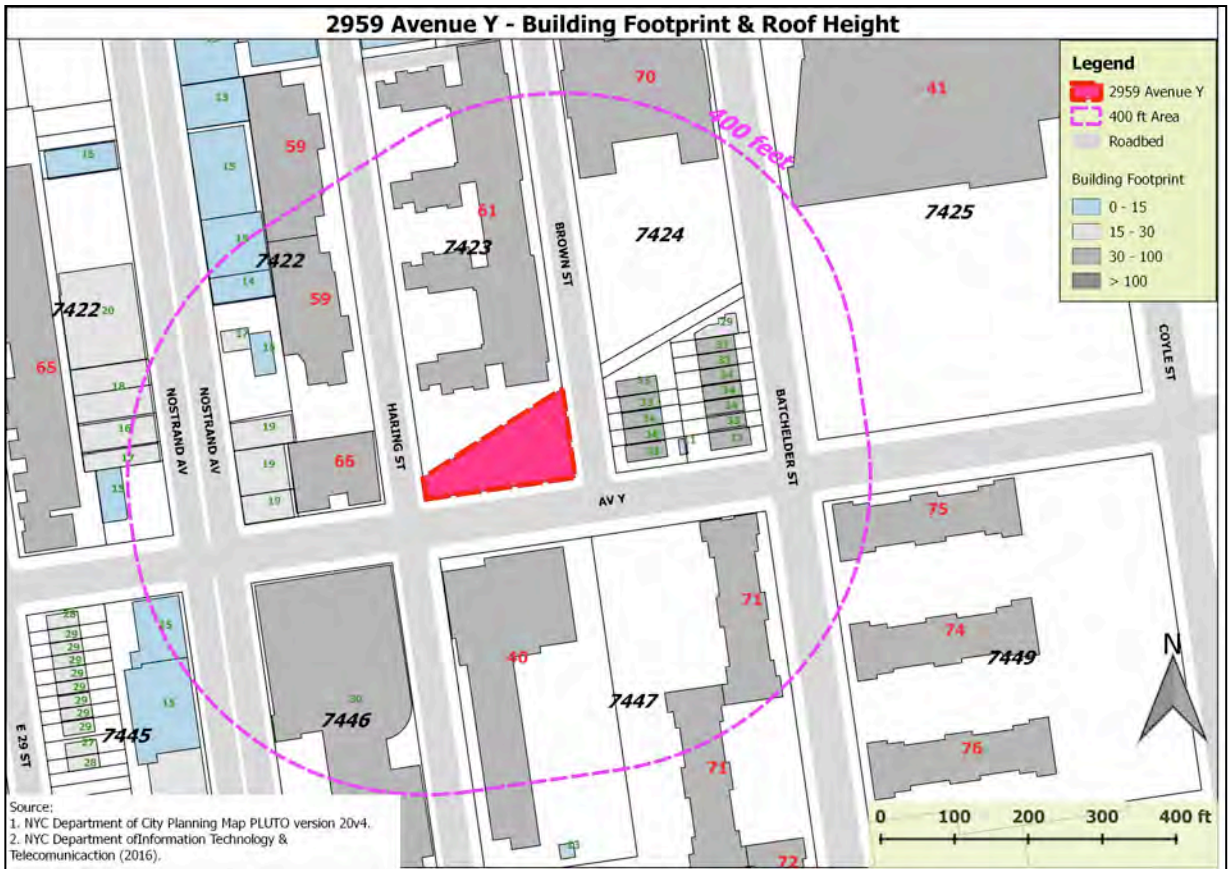
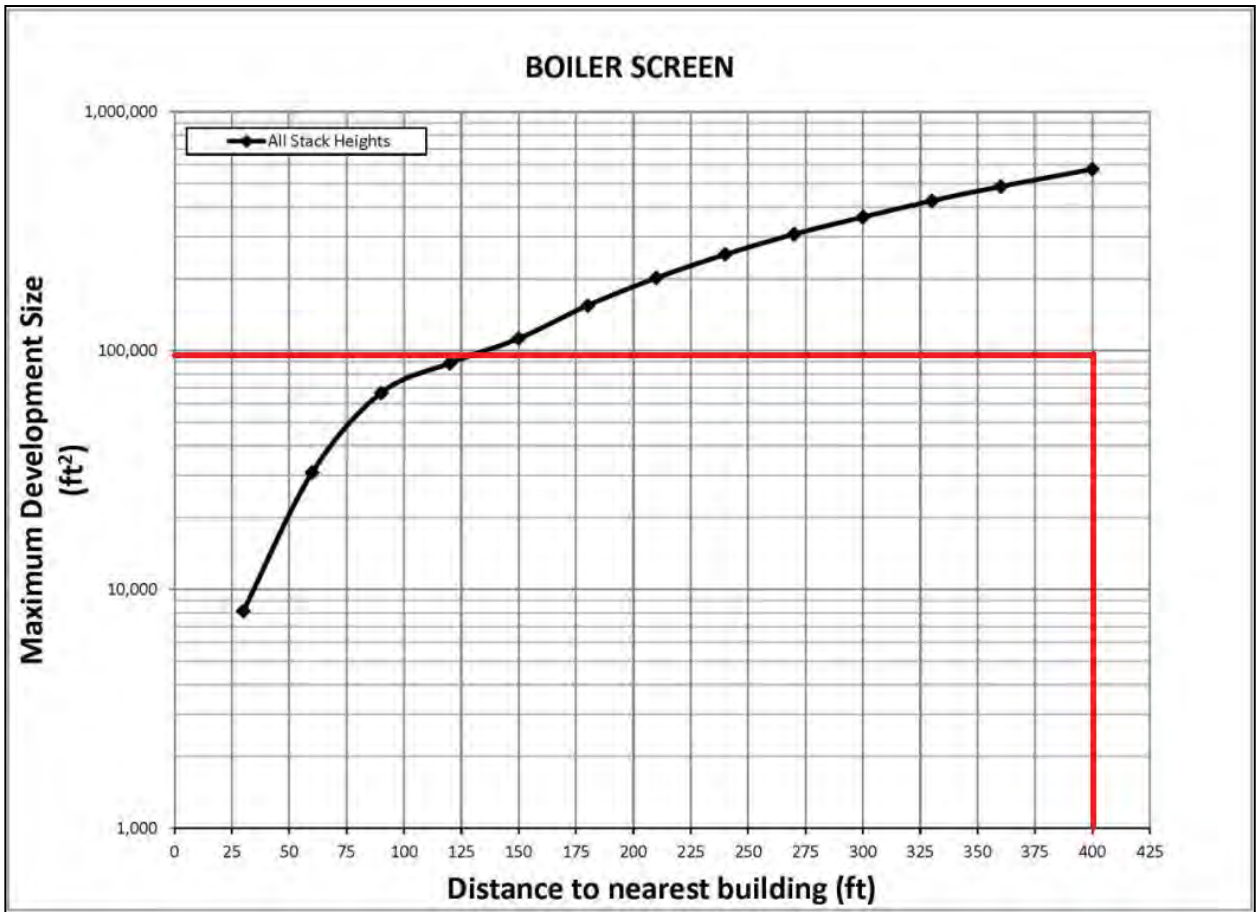


Figure 2: Proposed Development HVAC Screen



As seen in **Figure 2** (using Figure 17-3 of the *CEQR Technical Manual*), the line corresponding to the Proposed Development gsf is below the curve for fossil fuel fired HVAC system. Therefore, the Proposed Actions passes the screening analysis on existing land uses.

Existing Stationary Sources

Industrial Sources

Per the *CEQR Technical Manual*, projects that would result in new uses (particularly schools, hospitals, parks, and residences) within 400 feet of manufacturing processing facilities may result in potentially significant adverse impacts. The analysis first determines if there are any existing manufacturing uses within the 400-foot study area containing exhaust stacks, vents, or other emission sources that may have the potential to adversely affect the uses introduced by the project. If warranted, an air dispersion analysis is then conducted for any existing industrial source(s) located in the study area.

Existing manufacturing uses with exhaust stacks, vents, or other emission sources that may have the potential to adversely affect the uses introduced by the project were identified by reviewing the DEP online Clean Air Tracking System (CATS) database, the NYSDEC online

database (DECinfo Locator[2]), and through a fieldwork study. The fieldwork study was conducted on February 14th, 2023.

The study area encompasses all or part of Blocks 7422, 7423, 7424, 7425, 7445, 7446, 7447, and 7449, and includes properties along Avenue Y, Nostrand Avenue, Haring Street, Brown Street, and Batchelder Street. Land uses in the study area consist primarily of residential uses, schools, and commercial/retail stores located along Nostrand Avenue. Commercial/retail uses located in the study area include restaurants, grocery stores, banks, offices, a gym, an auto parts store, and a gasoline filling station. There were not any industrial or manufacturing uses identified in the study area. The results of the study are as follows:

A search of the CATS database found that there are not any facilities with DEP Processing permits located in the study area. A search of the NYSDEC database found that there are not any facilities with NYSDEC permits in the study area. No other potential source(s) of toxic air emissions was identified in the study area during the field survey. As such, no analysis is warranted, and no significant adverse air quality impacts are predicted from these types of facilities.

Major and Large Source

Per the *CEQR Technical Manual*, projects that would introduce new uses near major sources, large sources, or odor producing facilities may result in potentially significant adverse air quality impacts. The study area considers major sources, large sources, and odor producing facilities within 1,000 feet of the proposed project. Major emission sources are identified as those sources located at Title V facilities; large emission sources are identified as sources located at facilities which require an Air State Facility permit. Solid waste or medical waste incinerators, asphalt and concrete plants, power generating plants, large boilers of large public facilities for example, and large industrial facilities are typical type of sources requiring these permits. Odor producing facilities are operations that have the potential to cause discomfort, such as: solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.

The NYSDEC online database[3] was reviewed to identify Title V or Air State facilities in the study area. The Cony Island Wastewater Treatment Plant (WWTP) Title V facility (Permit ID 2-6107-00004/00017) is located approximately 860 feet east of the Projected Development Site 1. The WWTP is bounded by Avenue Y to the North, Voorhies Avenue to the South, Coyle Street to the West and Shell Bank Creek to the East, and is part of Block 7452, Lot 1, 7481, Lot 1 and Block 8837, Lot 1, in Community District 15. The Coney Island WWTP, in operation since 1952, is a secondary treatment plant with an average design dry weather capacity of 110 million gallons per day (MGD) and a maximum wet weather capacity of 220 MGD. As the Coney Island WWTP Air Title V Facility Permit (2-6107-00004/00017) indicates, the facility has two categories of air pollutant emission sources – the combustion emission sources associated with engines, hot water boilers, waste gas burners that would generate criteria air pollutants and the wastewater treatment emission sources associated with wastewater treatment processes as such

[2] New York State Department of Environmental Conservation (2021). DECinfo Locator. <https://gisservices.dec.ny.gov/gis/dil/> (July 7, 2021).
[3] http://www.dec.ny.gov/chemical/32249.html

headworks, primary settling, aeration, active sludge return/digestion, etc. that would generate odor emissions.

The emission source/emission point location information in the Title V permit and the wastewater treatment facility site plan presented in the *Coney Island WPCP Chemical & Petroleum Bulk Storage Facilities Upgrade EAS 06DEP038K* can be used together to identify the location of the emission points. The stacks of combustion sources are located at the Pump and Power House and the Sludge Building and are more than 1000 feet away from the Projected Development Site 1. Therefore, impact analysis from these combustion sources and the combustion produced criteria air pollutants is not required. Odor emissions generated by the wastewater treatment process are collected and treated by wet scrubbers or the combination of wet scrubber and activated carbon adsorption and as such, odor impact analysis is not warranted.

Conclusion

No significant adverse air quality impact was predicted in the analysis. The result of the analysis is as follows:

- Based on the analysis completed above, no significant adverse impact related to mobile source emissions were anticipated as a result of the Proposed Actions.
- No existing industrial source within 400 feet of the Rezoning Area were identified.
- Combustion emission sources associated with the Coney Island WWTP Title V facility are located more than 1,000 feet from the Projected Development Site 1, and odor emissions generated by the WWTP process are collected and treated. Therefore, no significant adverse air quality impact is predicted from the Coney Island WWTP Title V facility.
- No significant impact was predicted in the HVAC analysis with the Proposed Development HVAC stack located at least 81.5 feet above grade.

As such, conditions associated with the Proposed Actions would result in no violation of the ambient air quality standard(s), and therefore, there is no reason to believe that the Proposed Actions would result in any potentially significant adverse stationary or mobile source air quality impacts, and further assessment is not warranted.

8. NOISE

Introduction

Two types of potential noise impacts are considered under CEQR. These are potential mobile source and stationary source noise impacts. Mobile source impacts are those which could result from a proposed project adding a substantial amount of traffic to an area. Potential stationary source noise impacts are considered when a proposed action would cause a stationary noise source to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor, or if the project would include unenclosed mechanical equipment for building ventilation purposes.

Mobile Source

Relative to mobile source impacts, a noise analysis would be required if a proposed project would at least double existing passenger car equivalent (PCE) traffic volumes along a street on which a sensitive noise receptor (such as a residence, a park, a school, etc.) is located. Vehicles would primarily travel to and from the Project Site along Avenue Y. There are some residences are located on Avenue Y in the vicinity of the Project Site, and the effect of project traffic generation on residences located along this street would therefore be relevant for this assessment.

There would be an increase in vehicular traffic along Avenue Y resulting from the proposed development, but this increment would be a small portion of total traffic volumes. Pursuant to CEQR methodology, no mobile source noise impacts would be anticipated since traffic volumes would not double along Avenue Y due to the proposed project. Therefore, the proposed project would not result in a mobile source noise impact from the traffic volumes that it would generate.

Stationary Source

The project would not locate a receptor within 1,500 feet of a substantial stationary source noise generator, and there is not a substantial stationary source noise generator close to the Project Site that is also a sensitive receptor. The proposed project would not include any unenclosed mechanical equipment for building ventilation purposes that could result in stationary source noise impacts to the surrounding area. All mechanical equipment not located inside the proposed buildings would be enclosed in mechanical penthouses on the roof of the structures. The project would therefore not result in a stationary source noise impact on nearby uses.

Therefore, the project would not have any potentially adverse stationary source noise impacts.

The Proposed Project would introduce additional receptors (residential use) to the study area. Noise readings are being scheduled to evaluate the Proposed Project's potential for noise impacts. The noise analysis will be sent when completed.

Conclusion

Conditions associated with the project development would not result in any violations of noise standards. Therefore, the Proposed Actions would not result in any potentially significant adverse noise impacts, and further assessment is not warranted.

APPENDIX A

WRP Consistency Assessment Form

FOR INTERNAL USE ONLY	WRP No. _____
Date Received: _____	DOS No. _____

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM
Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: Yaakov Marcus

Name of Applicant Representative: Hiram Rothkrug, Environmental Studies Corp.

Address: 55 Water Mill Road, Great Neck NY 11201

Telephone: 718-343-0026 Email: hrothkrug@environmentalstudiescorp.com

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

The applicant proposes the following actions:
-A zoning map amendment to rezone the southern portion of Block 7423 from R5 to R7D extending 125 ft. north of Avenue Y, and to rezone the remaining portion of Block 6682, Lot 11 from R5 to R6A; and
-A zoning text amendment to Appendix F of the Zoning Resolution to map Mandatory Inclusionary Housing (MIH) on the rezoned areas.

2. Purpose of activity

The proposed actions would facilitate the development of a new 7-story plus cellar residential and community facility building with 45,131 gsf of residential space (38 DUs) and 51,130 gsf of community facility space. The proposed seven-story (plus cellar) building has a height of 78.5 feet. The proposed FAR is 5.6.
The Applicant cites a community need for affordable education seats. The proposed residential development would help subsidize student tuition at the school and help meet a local need for housing, particularly for larger units.

C. PROJECT LOCATION

Borough: Brooklyn Tax Block/Lot(s): Block 7423, Lots 36, 38, p/o 11

Street Address: 2959 Avenue Y

Name of water body (if located on the waterfront): _____

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission ☑ Yes ☐ No

☐ City Map Amendment	☐ Zoning Certification	☐ Concession
☑ Zoning Map Amendment	☐ Zoning Authorizations	☐ UDAAP
☑ Zoning Text Amendment	☐ Acquisition – Real Property	☐ Revocable Consent
☐ Site Selection – Public Facility	☐ Disposition – Real Property	☐ Franchise
☐ Housing Plan & Project	☐ Other, explain: _____	
☐ Special Permit		

(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Board of Standards and Appeals ☐ Yes ☑ No

☐ Variance (use)
☐ Variance (bulk)
☐ Special Permit
(if appropriate, specify type: ☐ Modification ☐ Renewal ☐ other) Expiration Date: _____

Other City Approvals

☐ Legislation	☐ Funding for Construction, specify: _____
☐ Rulemaking	☐ Policy or Plan, specify: _____
☐ Construction of Public Facilities	☐ Funding of Program, specify: _____
☐ 384 (b) (4) Approval	☐ Permits, specify: _____
☐ Other, explain: _____	

State Actions/Approvals/Funding

☐ State permit or license, specify Agency: _____ Permit type and number: _____
☐ Funding for Construction, specify: _____
☐ Funding of a Program, specify: _____
☐ Other, explain: _____

Federal Actions/Approvals/Funding

☐ Federal permit or license, specify Agency: _____ Permit type and number: _____
☐ Funding for Construction, specify: _____
☐ Funding of a Program, specify: _____
☐ Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? ☐ Yes ☑ No

E. LOCATION QUESTIONS

1.	Does the project require a waterfront site?	☐ Yes	☑ No
2.	Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters?	☐ Yes	☑ No
3.	Is the project located on publicly owned land or receiving public assistance?	☐ Yes	☑ No
4.	Is the project located within a FEMA 1% annual chance floodplain? *(6.2)*	☐ Yes	☑ No
5.	Is the project located within a FEMA 0.2% annual chance floodplain? *(6.2)*	☑ Yes	☐ No
6.	Is the project located adjacent to or within a special area designation? *See Maps – Part III of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).*	☐ Yes	☑ No

- ☐ Significant Maritime and Industrial Area (SMIA) (*2.1*)
- ☐ Special Natural Waterfront Area (SNWA) (*4.1*)
- ☐ Priority Maritime Activity Zone (PMAZ) (*3.5*)
- ☐ Recognized Ecological Complex (REC) (*4.4*)
- ☐ West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (*2.2, 4.2*)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder *or* Not Applicable (N/A). *For more information about consistency review process and determination, see* ***Part I*** *of the NYC Waterfront Revitalization Program. When assessing each policy, review the full policy language, including all sub-policies, contained within* ***Part II*** *of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).*

For those policies checked Promote *or* Hinder, *provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.*

		Promote	Hinder	N/A
1	**Support and facilitate commercial and residential redevelopment in areas well-suited to such development.**	☐	☐	☑
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	☐	☐	☑
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	☐	☐	☑
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	☐	☐	☑
1.4	In areas adjacent to SMIAs, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	☐	☐	☑
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	☐	☐	☑

		Promote	Hinder	N/A
2	**Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.**	☐	☐	☑
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	☐	☐	☑
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	☐	☐	☑
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	☐	☐	☑
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	☐	☐	☑
3	**Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.**	☐	☐	☑
3.1.	Support and encourage in-water recreational activities in suitable locations.	☐	☐	☑
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	☐	☐	☑
3.3	Minimize conflicts between recreational boating and commercial ship operations.	☐	☐	☑
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	☐	☐	☑
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	☐	☐	☑
4	**Protect and restore the quality and function of ecological systems within the New York City coastal area.**	☐	☐	☑
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	☐	☐	☑
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	☐	☐	☑
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	☐	☐	☑
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	☐	☐	☑
4.5	Protect and restore tidal and freshwater wetlands.	☐	☐	☑
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	☐	☐	☑
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	☐	☐	☑
4.8	Maintain and protect living aquatic resources.	☐	☐	☑

		Promote	Hinder	N/A
5	**Protect and improve water quality in the New York City coastal area.**	☐	☐	☑
5.1	Manage direct or indirect discharges to waterbodies.	☐	☐	☑
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	☐	☐	☑
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	☐	☐	☑
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	☐	☐	☑
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	☐	☐	☑
6	**Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.**	☑	☐	☐
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	☐	☐	☑
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in *New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms*) into the planning and design of projects in the city's Coastal Zone.	☑	☐	☐
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	☐	☐	☑
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	☐	☐	☑
7	**Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.**	☐	☐	☑
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	☐	☐	☑
7.2	Prevent and remediate discharge of petroleum products.	☐	☐	☑
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	☐	☐	☑
8	**Provide public access to, from, and along New York City's coastal waters.**	☐	☐	☑
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	☐	☐	☑
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	☐	☐	☑
8.3	Provide visual access to the waterfront where physically practical.	☐	☐	☑
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	☐	☐	☑

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	☐	☐	☑
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	☐	☐	☑
9	**Protect scenic resources that contribute to the visual quality of the New York City coastal area.**	☐	☐	☑
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	☐	☐	☑
9.2	Protect and enhance scenic values associated with natural resources.	☐	☐	☑
10	**Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.**	☐	☐	☑
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	☐	☐	☑
10.2	Protect and preserve archaeological resources and artifacts.	☐	☐	☑

G. CERTIFICATION

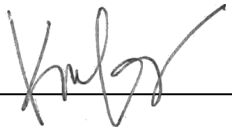
The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Kathleen M Feeney, AICP, Environmental Studies Corp.

Address: 55 Water Mill Road, Great Neck NY

Telephone: 718-343-0026 Email: kfeeney@environmentalstudies.com

Applicant/Agent's Signature: 

Date: 2/3/23

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning
Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State
Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- ☐ Copy of original signed NYC Consistency Assessment Form
- ☐ Attachment with consistency assessment statements for all relevant policies
- ☐ For Joint Applications for Permits, one (1) copy of the complete application package
- ☐ Environmental Review documents
- ☐ Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- ☐ Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

2959 Avenue Y Rezoning
New York City Waterfront Revitalization Program
Consistency Assessment: Policy 6.2

The Premises is in a FEMA-designated Shaded Zone X. Shaded X designates and area of moderate flood risk outside the regulatory 1% annual chance flood but within the limits of the 0.2% annual chance flood level (the 500-year floodplain). There are no current NYC Building Code or FEMA flood insurance purchase requirements for buildings in this zone.

The proposed development site has a base elevation of approximately 5 feet (NAVD88). The proposed building includes a 10-foot-deep cellar, with the ground floor built at the 5-foot base elevation. The current Base Flood Elevation for nearest 1% flood zone is 10 feet (NAVD88)

The cellar level of the proposed building would be below the elevation of the mean higher high water (MHHW) and the 1% annual chance floodplain under existing conditions, with sea level rise, and under all projections. The cellar space is proposed to include building mechanical space and school space. If flooded, there could be damage to critical systems and school property and temporary displacement of school activities.

The ground floor of the proposed building would be below the elevation of the MHHW by the 2050s under high projections, below the elevation of the MHHW in the 2080s under high and high-mid projections, and below the elevation of the MHHW by 2100 under the mid projection. The ground floor would be below the elevation of the 1% chance floodplain under existing conditions with sea level rise, and under all projections. If flooded, there could be damage to school property and displacement of school activities.

The proposed building is outside of the 1% annual chance floodplain and is not required to meet NYC Building Code requirements for flood-resistant construction. The building is within a floodplain in the future, retrofits could be pursued to wet floodproof and relocate critical infrastructure from the cellar level, or to dry floodproof the exterior and reinforce the foundation.

The project would not make flooding on adjacent sites worse, nor would it conflict with plans for flood protection on adjacent sites.

The proposed project advances Policy 6.2. All new vulnerable, critical, or potentially hazardous features would be protected through future adaptive actions.

NYC Waterfront Revitalization Program - Policy 6.2 Flood Elevation Workhsheet

COMPLETE INSTRUCTIONS ON HOW TO USE THIS WORKSHEET ARE PROVIDED IN THE "CLIMATE CHANGE ADAPTATION GUIDANCE" DOCUMENT AVAILABLE AT www.nyc.gov/wrp

Enter information about the project and site in highlighted cells in Tabs 1-3. Tab 4, "Summary Charts" contains primary results. Tab 5, "0.2%+SLR" produces charts to be used for critical infrastructure or facilities. Tab 6, "Calculations" contains background computations. Appendix A contains tide elevations for station across the city to be used for the elevation of MHHW if a site survey is not available. Non-highlighted cells have been locked.

Background Information	
Project Name	2959 Avenue Y Rezoning
Location	Brooklyn Block 7423, Lots 36, 38, and p/o 11
Type(s)	☑ Residential, Commercial, Community Facility ☐ Parkland, Open Space, and Natural Areas ☐ Tidal Wetland Restoration ☐ Critical Infrastructure or Facilit ☐ Industrial Uses ☐ Over-water Structures ☐ Shoreline Structures ☐ Transportation ☐ Wastewater Treatment/Draina ☐ Coastal Protection
Description	The proposed actions would facilitate the development of a new 7-story plus cellar residential and community facility building with 45,131 gsf of residential space (38 DUs) and 38,744 zsf (51,130 gsf) of community facility space. The proposed seven-story (plus cellar) building has a height of 78.5 feet. The proposed FAR is 5.6.
Planned Completion Date	2024
Expected Project Lifespan	2100

The New York City Waterfront Revitalization Program Climate Change Adaptation Guidance document was developed by the NYC Department of City Planning. It is a guidance document only and is not intended to serve as a substitute for actual regulations. The City disclaims any liability for errors that may be contained herein and shall not be responsible for any damages, consequential or actual, arising out of or in connection with the use of this information. The City reserves the right to update or correct information in this guidance document at any time and without notice.

For technical assistance on using this worksheet, email wrp@planning.nyc.gov, using the message subject "Policy 6.2 Worksheet."

Last update: Sept. 7, 2018

Establish current tidal and flood heights.

	FT (NAVD88)	Feet	Datum	Source
MHHW	2.46	**2.46**	**NAVD88**	*Appendix A of this document (Kingsboro Station)*
1% flood height	10.00	**10.00**	**NAVD88**	*http://www.region2coastal.com/view-flood-maps-data/what-is*
Design flood elevation	5.00	**5.00**	**NAVD88**	*http://www.region2coastal.com/view-flood-maps-data/what-is*
As relevant:				
0.2% flood height	-->			

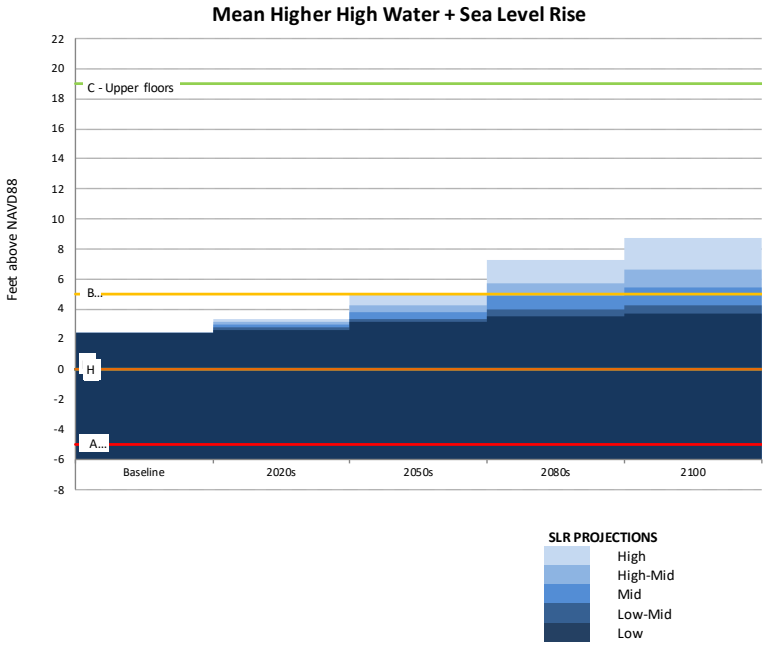
Data will be converted based on the following datums:

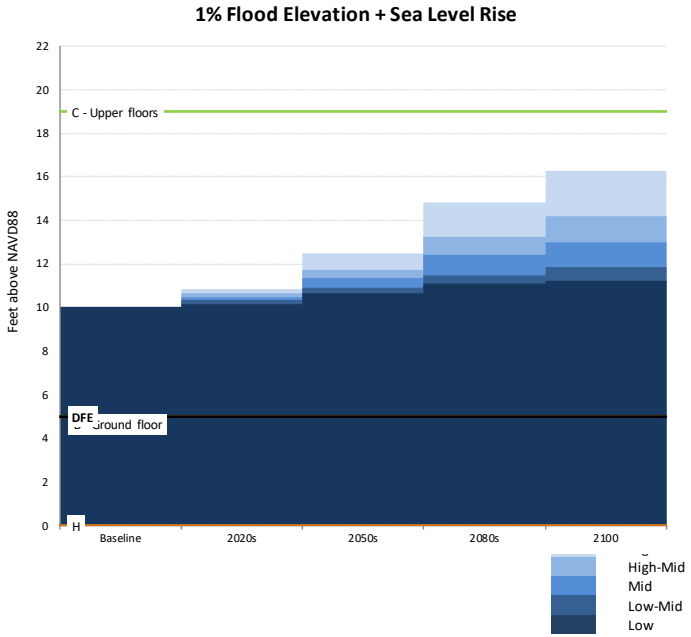
Datum	FT (NAVD88)
NAVD88	*0.00*
NGVD29	*-1.10*
Manhattan Datum	*1.65*
Bronx Datum	*1.51*
Brooklyn Datum (Sewer)	*0.61*
Brooklyn Datum (Highway)	*1.45*
Queens Datum	*1.63*
Richmond Datum	*2.09*

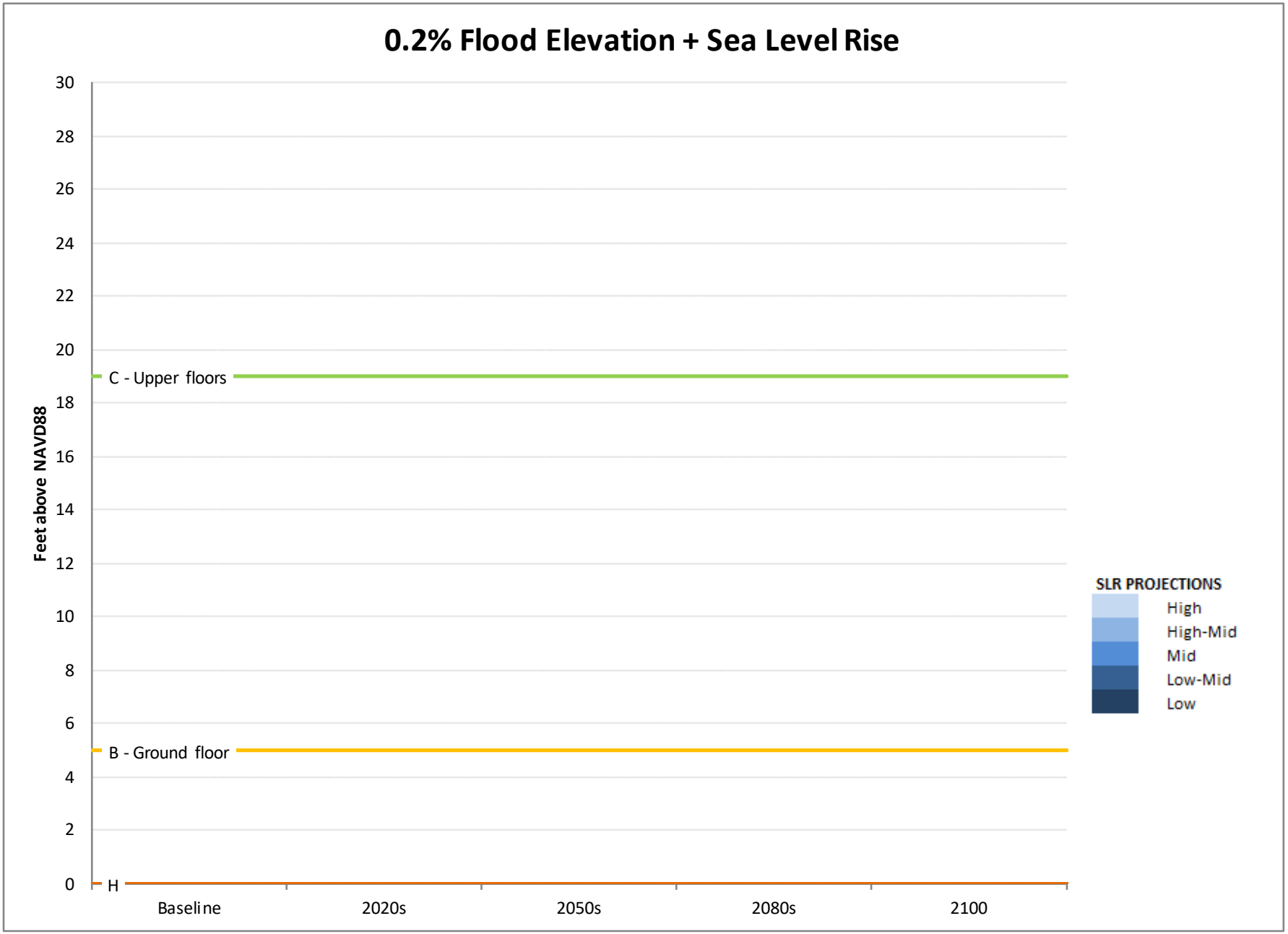
Describe key physical features of the project.

Feature *(enter name)*	Feature Category	Lifespan	Elevation	Units	Datum	Ft	Ft Above NAVD88	Ft Above MHHW	Ft Above 0.2% flood height
A - Building Cellar	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2100	-5.0	Feet	NAVD88	*-5.0*	*-5.0*	*-7.5*	*#VALUE!*
School and mechanical space									
B - Ground floor	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2100	5.0	Feet	NAVD88	*5.0*	*5.0*	*2.5*	*#VALUE!*
School, synagogue, and residential lobby									
C - Upper floors	☑ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other	2100	19.0	Feet	NAVD88	*19.0*	*19.0*	*16.5*	*#VALUE!*
School use on the second and third stories; residences above									
D	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
E	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
F	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
G	☐ Vulnerable ☐ Critical ☐ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									
H	☐ Vulnerable ☐ Critical ☑ Potentially Hazardous ☐ Other			Feet	NAVD88				
Description of Planned Uses and Materials									

Assess project vulnerability over a range of sea level rise projections.






0.2% Flood Elevation + Sea Level Rise
Feet above NAVD88
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2
0
C - Upper floors
B - Ground floor
H
Baseline
2020s
2050s
2080s
2100
SLR PROJECTIONS
High
High-Mid
Mid
Low-Mid
Low

	SLR (ft)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	0.00	0.00	0.00	0.00	0.00
2020s	0.17	0.33	0.50	0.67	0.83
2050s	0.67	0.92	1.33	1.75	2.50
2080s	1.08	1.50	2.42	3.25	4.83
2100	1.25	1.83	3.00	4.17	6.25

	SLR (in)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
2014	0	0	0	0	0
2020s	2	4	6	8	10
2050s	8	11	16	21	30
2080s	13	18	29	39	58
2100	15	22	36	50	75

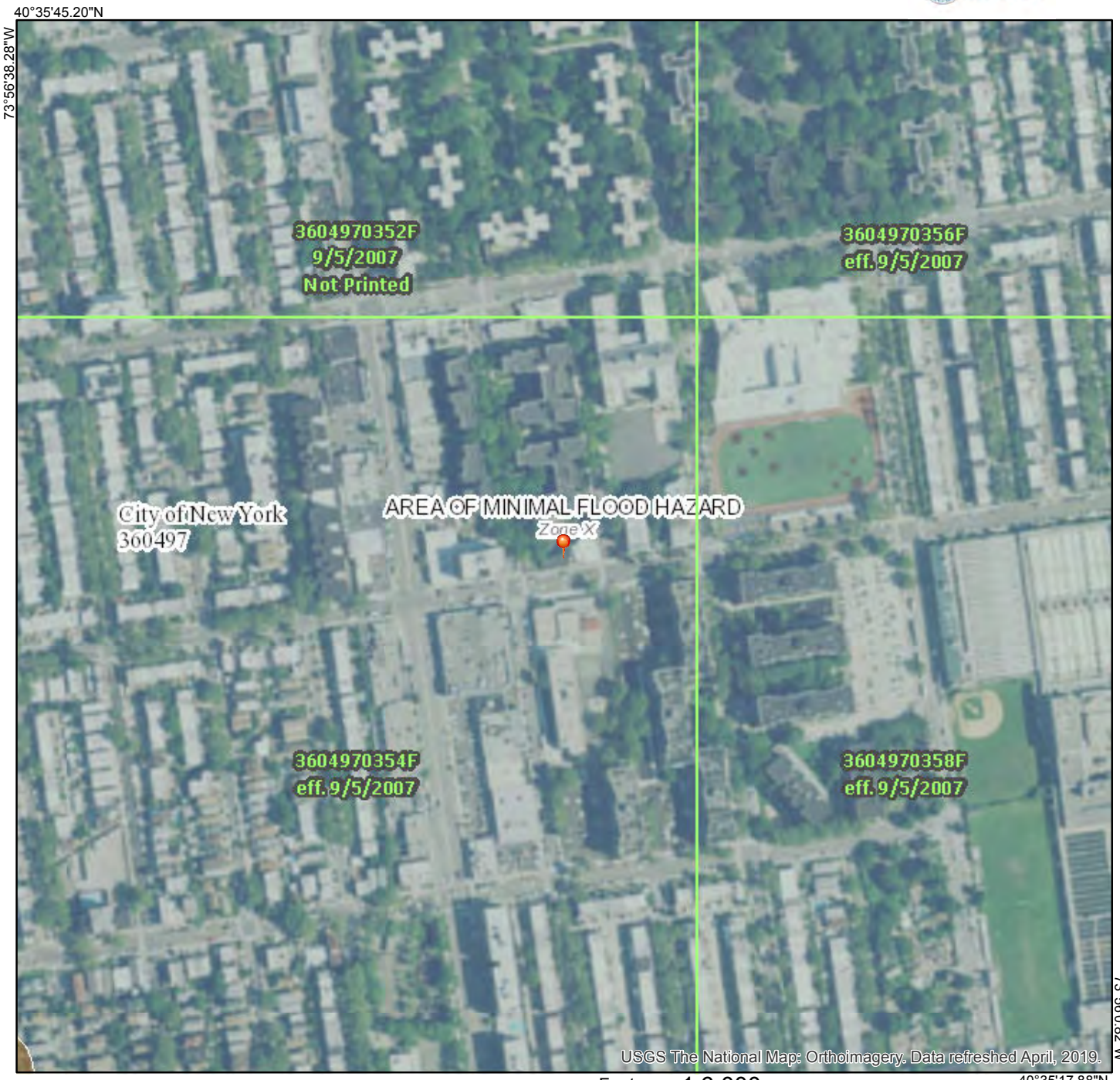
	MHHW+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	2.46	2.46	2.46	2.46	2.46
2020s	2.63	2.79	2.96	3.13	3.29
2050s	3.13	3.38	3.79	4.21	4.96
2080s	3.54	3.96	4.88	5.71	7.29
2100	3.71	4.29	5.46	6.63	8.71

	1%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	10.00	10.00	10.00	10.00	10.00
2020s	10.17	10.33	10.50	10.67	10.83
2050s	10.67	10.92	11.33	11.75	12.50
2080s	11.08	11.50	12.42	13.25	14.83
2100	11.25	11.83	13.00	14.17	16.25

	0.2%+SLR (ft above NAVD88)				
	Low	**Low-Mid**	**Mid**	**High-Mid**	**High**
Baseline	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2020s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2050s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2080s	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
2100	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!

	0	1
A - Building Cellar	-5	-5
B - Ground floor	5	5
C - Upper floors	19	19
D	0	0
E	0	0
F	0	0
G	0	0
H	0	0
DFE	5.00	5.00

National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN — Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 — Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 5/30/2019 at 12:03:35 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX B

Landmarks Preservation Commission

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-K
Project: AVENUE Y
Date Received: 9/19/2019

Properties with no Architectural or Archaeological significance:

1) 2425 HARING STREET, BBL: 3074230011
2) BBL: 3074230036
3) 959 AVENUE Y, BBL: 3074230038

Gina Santucci 10/2/19

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 34529_FSO_ALS_09202019.docx

APPENDIX C

Transportation

Selection Method | 2959 AVENUE Y, Brookly ✕ | Census Tract | Neighborhood Tabulation Area (NTA) | Community District Tabulation Area (CDTA) | Community District (CD) | More Geographies

Your Selection

7 Tracts selected

30,934
Population
(2020 Census)

12,909
Housing Units
(2020 Census)

✕ Clear Selection | **View Data →**

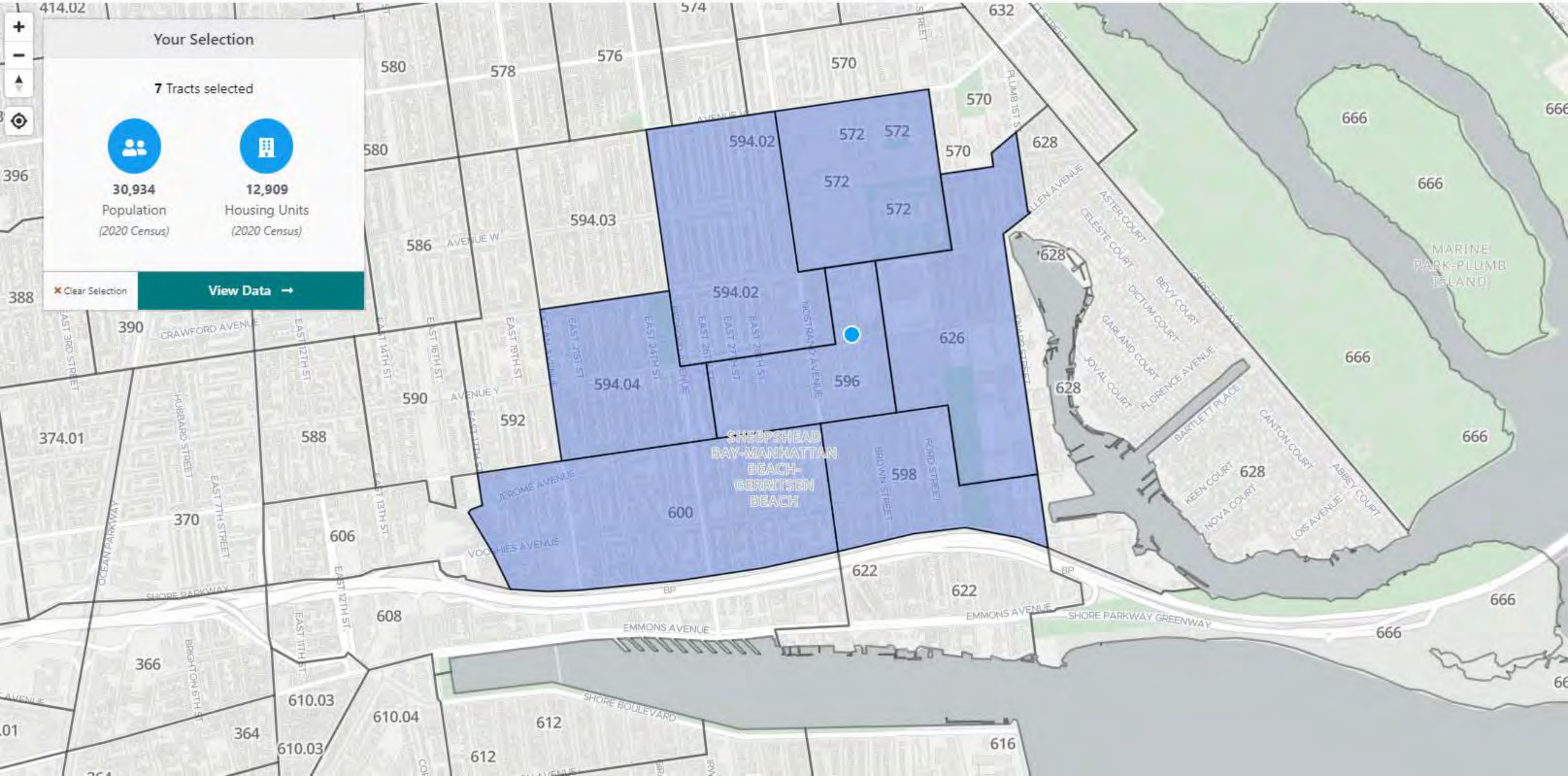


Table 2 : Transportation Planning Factors

2959 Avenue Y, Brooklyn NY

Land Use:	***Residential***		***Private School (Grades K-6)***		***Private School (Grades 7,8)***		***Private School (Staff)***	
	d.u.		***gsf***		***gsf***		***gsf***	
Size/Units:	***53***		***44,100***		***44,100***		***44,100***	
	(1)		**(4)**		**(4)**		**(4)**	
Trip Generation:								
Weekday	8.18		155		60		25	
Saturday	9.08		0		0		0	
	per d.u.		2 per student		2 per student		2 per staff	
Linked-Trip:	0%		0%		0%		0%	
Temporal Distribution:	**(1)**		**(4)**		**(4)**		**(4)**	
AM Peak Hour	9.3%		50.0%		50.0%		50.0%	
MD Peak Hour	5.6%		0%		0.0%		0.0%	
PM Peak Hour	8.5%		50.0%		50.0%		50.0%	
Saturday Midday Peak Hour	8.4%		0.0%		0.0%		0.0%	
	(2)		**(4)**		**(4)**		**(4)**	
Modal Split :	All Periods		All Periods		AM	PM	All Periods	
Auto	36.9%		0%		0%	0%	20%	
Taxi	0.1%		0%		0%	0%	0%	
School Bus	0.0%		100%		100%	0%	0%	
Subway	34.4%		0%		0%	0%	0%	
Bus	10.7%		0%		0%	100%	0%	
Walk & Other	17.9%		0%		0%	0%	80%	
Total	100%		100%		100%	100%	100%	
	(1)		**(4)**		**(4)**		**(4)**	
In/Out Splits:	In	Out	In	Out	In	Out	In	Out
AM Peak Hour	22%	78%	100%	0%	100%	0%	100%	0%
MD Peak Hour	50%	50%	0%	0%	0%	0%	0%	0%
PM Peak Hour	62%	38%	0%	100%	0%	100%	0%	100%
Saturday Midday Peak Hour	55%	45%	0%	0%	0%	0%	0%	0%
Vehicle Occupancy:	**(2&3)**		**(4)**		**(4)**		**(4)**	
	All Periods		All Periods		All Periods		All Periods	
Auto	1.13						1	
Taxi	1.3						1	
School Bus			65		65			
Truck Trip Generation:	**(1)**							
Weekday	0.06							
Saturday	0.02							
	per d.u.							
	(1)							
AM Peak Hour	12%							
MD Peak Hour	9%							
PM Peak Hour	2%							
Saturday Midday Peak Hour	9%							
Truck In/Out Splits:	In	Out						
AM/MD/PM/Sat.Midday	50%	50%						

Sources:

(1)-2021 CEQR Technical Manual, Table 16-2.

(2)-2016-2020 American Community Survey (ACS)- Journey-to-Work (JTW) Census Tract #'s 572, 594.02, 594.04, 596, 598, 600, and 626 in Brooklyn N.Y.

(3)-East New York Rezoning FEIS 2016, Table 13-8.

(5)-Trip rates, modal splits, temporal distribution and vehicle occupancy rates of the proposed school students and staff are based on the information provided by the existing school operators

Table 3 : Estimated Person Trips

2959 Avenue Y, Brooklyn NY

Land Use:	*Residential*		*Private School (Grades K-6)*		*Private School (Grades 7,8)*		*Private School (Staff)*		**Total Net Demand**		**subway**
	d.u.		***gsf***		***gsf***		***gsf***				**bus**
Size/Units:	***53***		***44,100***		***44,100***		***44,100***				**walk**
											Pedestrian Trips
Peak hour Trips											
AM Peak Hour	40		155		60		25		**280**		
Midday Peak Hour	24		0		0		0		**24**		
PM Peak Hour	37		155		60		25		**277**		
Saturday Midday Peak Hour	40		0		0		0		**40**		
Person Trips:											
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	3	12	0	0	0	0	5	0	8	12	
Taxi	0	0	0	0	0	0	0	0	0	0	
School Bus	0	0	155	0	60	0	0	0	215	0	
Subway	3	11	0	0	0	0	0	0	3	11	**14**
Bus	1	3	0	0	0	0	0	0	1	3	**4**
Walk & Other	2	6	0	0	0	0	20	0	22	6	**28**
Total	9	32	155	0	60	0	25	0	249	32	**46**
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	4	4	0	0	0	0	0	0	4	4	
Taxi	0	0	0	0	0	0	0	0	0	0	
School Bus	0	0	0	0	0	0	0	0	0	0	
Subway	4	4	0	0	0	0	0	0	4	4	**8**
Bus	1	1	0	0	0	0	0	0	1	1	**2**
Walk & Other	2	2	0	0	0	0	0	0	2	2	**4**
Total	11	11	0	0	0	0	0	0	11	11	**14**
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	8	5	0	0	0	0	0	5	8	10	
Taxi	0	0	0	0	0	0	0	0	0	0	
School Bus	0	0	0	155	0	0	0	0	0	155	
Subway	8	5	0	0	0	0	0	0	8	5	**13**
Bus	2	1	0	0	0	60	0	0	2	61	**63**
Walk & Other	4	3	0	0	0	0	0	20	4	23	**27**
Total	22	14	0	155	0	60	0	25	22	254	**103**
Saturday Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	8	7	0	0	0	0	0	0	8	7	
Taxi	0	0	0	0	0	0	0	0	0	0	
School Bus	0	0	0	0	0	0	0	0	0	0	
Subway	8	6	0	0	0	0	0	0	8	6	**14**
Bus	2	2	0	0	0	0	0	0	2	2	**4**
Walk & Other	4	3	0	0	0	0	0	0	4	3	**7**
Total	22	18	0	0	0	0	0	0	22	18	**25**

Table 4 : Estimated Vehicular Trips

2959 Avenue Y, Brooklyn NY

Land Use:	*Residential*		*Private School (Grades K-6)*		*Private School (Grades 7,8)*		*Private School (Staff)*		**Total Net Demand**		**Total Vehicle Trips**
	d.u.		*gsf*		*gsf*		*gsf*				
Size/Units:	*53*		*44,100*		*44,100*		*44,100*				
Vehicular Trips											
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	3	11	0	0	0	0	5	0	8	11	19
Taxi	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	3	0	1	0	0	0	4	0	4
Truck(Balanced)	0	0	0	0	0	0	0	0	0	0	0
Total	3	11	0	0	0	0	5	0	**12**	**11**	**23**
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	4	4	0	0	0	0	0	0	4	4	8
Taxi	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0	0	0	0	0	0
Total	4	4	0	0	0	0	0	0	**4**	**4**	**8**
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	7	4	0	0	0	0	0	5	7	9	16
Taxi	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	3	0	0	0	0	0	3	3
Truck(Balanced)	0	0	0	0	0	0	0	0	0	0	0
Total	7	4	0	0	0	0	0	5	**7**	**12**	**19**
Saturay Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	7	6	0	0	0	0	0	0	7	6	13
Taxi	0	0	0	0	0	0	0	0	0	0	
Taxi (Balanced)	0	0	0	0	0	0	0	0	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0	0	0	0	0	0
Total	7	6	0	0	0	0	0	0	**7**	**6**	**13**

Exhibit 1

Modal Split Data

2016-2020 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 572, 594.02, 594.04, 596, 598, 600, and 626 in Brooklyn, NY

2959 Avenue Y, Brooklyn NY

2016-2020 ACS 5-Year, Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bicycle	Walked	Other Means	Worked @ Home	Total
572	1664	419	136	247	0	514	0	0	13	0	0	150	0	185	1,664
594.02	2698	740	169	257	0	976	0	0	0	0	0	141	19	396	2,698
594.04	1878	409	296	264	0	638	0	0	0	0	0	125	0	146	1,878
596	1187	380	37	107	0	310	0	0	0	0	0	138	0	215	1,187
598	1440	587	111	202	0	428	0	0	0	0	0	60	35	17	1,440
600	3055	864	141	157	0	1271	0	0	0	0	33	211	70	308	3,055
626	1164	412	124	167	0	354	9	0	0	3	0	81	0	14	1,164
Total	13,086	3,811	1,014	1,401	0	4,491	9	0	13	3	33	906	124	1,281	13,086
		0.291	***0.077***	***0.107***	***0.00***	***0.343***	***0.001***	***0.00***	***0.00***	***0.00***	***0.00***	***0.069***	***0.01***	***0.098***	***1.00***

Exhibit 2

Auto Occupancy Rate Data

2016-2020 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 572, 594.02, 594.04, 596, 598, 600, and 626 in Brooklyn, NY

2016-2020 ACS-5 Year (JTW), Auto Occupancy Rate:

Census Tract	Total	Drove alone	Total carpool	2person carpool	3 Person	4 Person	5 or 6 Persor	7 or more Person	Total
572	555	419	136	117	0	19	0	0	136
594.02	909	740	169	132	12	0	25	0	169
594.04	705	409	296	275	1	0	20	0	296
596	417	380	37	37	0	0	0	0	37
598	698	587	111	66	18	20	7	0	111
600	1005	864	141	141	0	0	0	0	141
626	536	412	124	119	0	5	0	0	124
persons	**4,825**	3,811	1,014	887	31	44	52	0	1,014
cars		3811		444	10	11	9	0	**4,285**

Modal Split Data Summary	
Auto	**36.9%**
Taxi	**0.1%**
Bus	**10.7%**
Subway	**34.4%**
Walk	**6.9%**
Other	**11.0%**
Total	**100%**
Vehicle Occupancy =	**1.126**

TABLE 13-8

Transportation Planning Factors

Land Use:	Local Retail	Office		Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial		Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH (Supermarket)	Pre-K (Student) (14,23)	
Size/Units:	681,436 gsf	132,695 gsf		2,954 DU	3,538 DU	-418 Rooms	-27,035 gsf		51,400 gsf	-118,365 gsf	-10,000 gsf	-73,170 gsf	20,000 gsf	263 Students	
Trip Generation:	(1)	(1)		(1)	(1)	(1)	(2)		(5)	(2)	(6)	(7)	(9,10)	(12)	
Weekday	205	18.0		8.075	8.075	9.4	14.7		173.0	19.42	2.63	4.87	205	2	
Saturday	240	3.9		9.600	9.600	9.4	2.2		139.0	19.42	2.63	1.68	271	0	
	per 1,000 sf	per 1,000 sf		per DU	per DU	per room	per 1,000 sf		per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student	
Temporal Distribution:	(1)	(1)		(1)	(1)	(1)	(2)		(5)	(2)	(6)	(7,8)	(9,11)	(12)	
AM	3.0%	12.0%		10.0%	10.0%	8.0%	13.2%		1.0%	13.2%	12.0%	11.8%	3.0%	50.0%	
MD	19.0%	15.0%		5.0%	5.0%	14.0%	11.0%		13.7%	11.0%	12.0%	11.0%	12.0%	0.0%	
PM	10.0%	14.0%		11.0%	11.0%	13.0%	14.2%		7.7%	14.2%	9.0%	12.6%	10.0%	5.0%	
SatMD	10.0%	17.0%		8.0%	8.0%	9.0%	10.7%		11.6%	10.7%	12.0%	10.6%	12.0%	0.0%	
	(2)	(3)	(20)	(4)	(4)	(2)	(3)	(20)	(5)	(2)	(6)	(8)	(9)	(12)	
Modal Splits:	All Periods	AM/PM/SAT	MD	All Periods	All Periods	All Periods	AM/PM/SAT	MD	All Periods	All Periods	All Periods	All Periods	All Periods	AM/MD/SAT	PM
Auto	5.0%	45.3%	2.0%	30.7%	16.3%	30.1%	45.3%	2.0%	30.0%	85.0%	100.0%	51.0%	4.0%	15.0%	56.3%
Taxi	1.0%	0.4%	3.0%	0.9%	0.4%	12.3%	0.4%	3.0%	5.0%	5.0%	0.0%	2.0%	3.0%	0.0%	0.0%
Subway/Railroad	3.0%	26.9%	6.0%	54.3%	58.4%	18.8%	26.9%	6.0%	15.0%	1.0%	0.0%	28.0%	5.0%	3.3%	12.4%
Bus	6.0%	15.4%	6.0%	8.9%	17.9%	5.5%	15.4%	6.0%	15.0%	1.0%	0.0%	7.0%	5.0%	1.7%	6.4%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.0%	0.0%
Walk/Other	85.0%	12.0%	83.0%	5.2%	7.1%	33.3%	12.0%	83.0%	35.0%	8.0%	0.0%	12.0%	83.0%	25.0%	25.0%
	100.0%	100.0%	100%	100.0%	100.0%	100.0%	100.0%	100%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	(2)	(2)		(2)	(2)	(2)	(2)		(5)	(2)	(6)	(8)	(9,11)	(12)	
In/Out Splits:	In Out	In	Out	In Out	In Out	In Out	In	Out	In Out	In Out	In Out	In Out	In Out	In	Out
AM	50% 50%	96.0%	4.0%	15.0% 85.0%	15.0% 85.0%	41% 59%	88%	12%	94% 6%	65% 35%	67% 33%	88% 12%	45% 55%	100%	0%
MD	50% 50%	39.0%	61.0%	50.0% 50.0%	50.0% 50.0%	68% 32%	50%	50%	65% 35%	50% 50%	50% 50%	50% 50%	46% 54%	0%	0%
PM	50% 50%	5.0%	95.0%	70.0% 30.0%	70.0% 30.0%	59% 41%	12%	88%	65% 35%	50% 50%	15% 85%	12% 88%	47% 53%	0%	100%
Sat MD	55% 45%	60.0%	40.0%	50.0% 50.0%	50.0% 50.0%	56% 44%	47%	53%	63% 37%	50% 50%	50% 50%	50% 50%	46% 54%	0%	0%
				(2,4,19)	(2,4,19)										
Vehicle Occupancy:	(2)	(2,3)		AM/PM MD/SMD	AM/PM MD/SMD	(2)	(2)		(5)	(2)	(6)	(8)	(9,11)	(12)	
Auto	2.00	1.12		1.065 1.49	1.064 1.49	1.60	1.20		2.2	1.30	1.30	1.30	1.65	1.30	
Taxi	2.00	1.20		1.30 1.30	1.30 1.30	1.40	1.20		2.3	1.30	1.50	1.30	1.40	1.30	
School Bus														35.00	
Truck Trip Generation:	(1)	(1)		(1)	(1)	(21)	(2)		(5)	(2)	(6)	(8)	(9,11)	(15)	
Weekday	0.35	0.32		0.06	0.06	0.06	0.67		3.60	0.89	0.15	0.67	0.35	0.03	
Saturday	0.04	0.01		0.02	0.02	0.01	0.67		3.60	0.89	0.15	0.67	0.04	0.03	
	per 1,000 sf	per 1,000 sf		per DU	per DU	per room	per 1,000 sf		per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student	
	(1)	(1)		(1)	(1)	(21)	(2)		(5)	(2)	(6)	(8)	(9,11)	(15)	
AM	8.0%	10.0%		12.0%	12.0%	12.0%	14.0%		6.0%	14.0%	9.6%	14.0%	10.0%	9.6%	
MD	11.0%	11.0%		9.0%	9.0%	9.0%	9.0%		6.0%	9.0%	11.0%	9.0%	8.0%	11.0%	
PM	2.0%	2.0%		2.0%	2.0%	2.0%	1.0%		1.0%	1.0%	1.0%	1.0%	5.0%	1.0%	
Sat MD	11.0%	11.0%		9.0%	9.0%	9.0%	0.0%		0.0%	0.0%	11.0%	0.0%	10.0%	0.0%	
	In Out	In	Out	In Out	In Out	In Out	In	Out	In Out	In Out	In Out	In Out	In Out	In	Out
AM/MD/PM	50.0% 50.0%	50.0%	50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0%	50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0%	50.0%

This table has been revised for the FEIS.