Fulton Park Redevelopment

Draft Scope of Work in Preparation of a Draft Environmental Impact Statement

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Draft Scope of Work

Introduction

The Applicants, Fulton Park Development, LLC and the New York City Department of Housing Preservation and Development (HPD), are requesting local and Federal discretionary actions (the Proposed Actions) to facilitate the redevelopment of two adjacent, underutilized sites in the Bedford-Stuyvesant (Bed-Stuy) neighborhood of Brooklyn Community District (CD) 3. The Proposed Actions would affect the Project Area, which comprises Brooklyn Block 1702, Lot 1; Block 1708, Lot 1; and areas not mapped within a Tax Lot (i.e., the former roadbed of closed portions of Utica Avenue and Herkimer Street). The Project Area contains two development sites—the Fulton Park Site (Block 1702, p/o Lot 1 and Block 1708, p/o Lot 1), which is the portion of the Project Area located east of Utica Avenue, and the HPD Site, which is a City-owned site under the control of HPD comprising Block 1702, p/o Lot 1 and an area not mapped within a Tax Lot that is located west of Utica Avenue.[1] The Fulton Park Site is occupied by surface parking lots and 37 low-rise residential buildings plus one management office building (the existing buildings). The existing buildings on the Fulton Park Site contain a total of 209 dwelling units (the existing housing units) which are subject to a project-based Housing Assistance Payments (HAP) contract under Section 8 of the United States Housing Act of 1937, as amended. The HPD Site is vacant. The Project Area is subject to various easements and regulatory controls, which are discussed in detail below.

The Proposed Actions would facilitate the Proposed Development, which would involve the redevelopment of both the Fulton Park Site and the HPD Site with new residential, local retail, and community facility uses. The Proposed Development would introduce 11 new buildings on the Fulton Park Site and one new building on the HPD Site; the 12 Proposed New Buildings would contain a total of approximately 1,969,297 gross square feet (gsf), of which approximately 1,909,777 gsf would be residential, 20,900 gsf would be commercial, and 33,120 gsf would be for community facility use. The Proposed Development would include approximately 2,035 dwelling units (DUs), including 209 Section 8 DUs as replacements for the existing housing units, 351 100-percent affordable DUs at the HPD Site, and a total of 337 to 505 affordable DUs at the Fulton Park Site pursuant to Mandatory Inclusionary Housing (MIH).[2] The Proposed Development would also introduce a total of approximately 96,849 gsf of new open space in the form of landscaped yards, recreational space, and pedestrian walkways.[3]

[1] The boundary of the Project Area to the west of Utica Avenue is to be confirmed pending confirmation of the City's property boundaries. It is assumed that no development would occur on the portion of Block 1708, Lot 1 west of Utica Avenue.

[2] It is the Applicants' intention to pursue MIH Option 1, which would require 25 percent of residential floor area to be set aside at an average of 60 percent of area median income (AMI). The Proposed Development would include between 337 and 505 MIH units, depending on the MIH Option selected during public review of the Proposed Actions. The 209 proposed replacement Section 8 DUs would comply with MIH requirements and are counted in this total.

[3] Approximately 28,128 SF of additional open space may be made available adjacent to the HPD site to the west of Utica Avenue.

City Environmental Quality Review (CEQR), National Environmental Policy Act (NEPA), and Scoping

The purpose of the scoping process is to focus the EIS on the potential for significant adverse environmental impacts. In addition, it allows the public, agencies, and other interested parties the opportunity to help shape the EIS by raising relevant issues regarding the focus and appropriate methods of study. The draft scoping document sets forth the analysis areas proposed to be covered in the EIS and the methodologies that are proposed to perform these analyses. During the scoping period, those interested in reviewing the published DSOW may do so and provide their comments to the lead agency.

The issuance of the DSOW marks the beginning of the public comment period and will also serve as the required Notice of Intent to Prepare a Draft Environmental Impact Statement (NOI) as part of the NEPA process. The scoping process allows the public a voice in framing the scope of the EIS

The public, interested agencies, community boards, and elected officials are invited to comment on the DSOW, either in writing or orally, at an in-person public scoping meeting to be held on Thursday, February 19, 2026 at 2:00 PM. Written comments on the DSOW will be accepted by the lead agency through close of business Monday, March 2, 2026 (the first weekday following ten calendar days after the scoping hearing. The Final Scope of Work (FSOW) will incorporate all relevant comments made on the DSOW, and the Draft EIS (DEIS) will be prepared in accordance with the Final Scope.

Once the DEIS is determined to be complete by the lead agency, the document is published and made available for public review and comment. The lead agency will issue a Notice of Completion (pursuant to CEQR) and a Notice of Availability (pursuant to NEPA). A public hearing will be held on the DEIS, in conjunction with the project's Uniform Land Use Review Procedure (ULURP) hearing, to afford all interested parties the opportunity to submit oral and written comments. As the federal NEPA and city CEQR processes are being coordinated with the city ULURP process that requires a public hearing, the hearings will be held jointly. The record will remain open for 10 days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS and incorporate any necessary revisions. The FEIS will identify the required environmental findings, which are used as a basis for deciding whether to approve the requested discretionary actions, with or without modifications. According to SEQRA Part 617.11(d), these findings must:

- Consider the relevant environmental impacts, facts and conclusions disclosed in the final EIS;
- Weigh and balance relevant environmental impacts with social, economic and other considerations;
- Provide a rationale for the agency's decision;
- Certify that the requirements of this Part have been met; and
- Certify that—consistent with social, economic, and other essential considerations from among the reasonable alternatives available—the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures that were identified as practicable.

Uniform Land Use Review Procedure

The Proposed Project described above is subject to public review under the ULURP, Section 200 of the City Charter.

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: Community Board, Borough President, City Planning Commission (CPC), and City Council. The process begins with certification by the NYC Department of City Planning (DCP) that the land use application is complete. The application is then referred to the relevant Community Board (in this case, Brooklyn Community Board 3). The Community Board has up to 60 days to review (or 90 days if certification takes place in the month of June) and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the land use application. The Borough President then has up to 30 days to review the application. The CPC then has up to 60 days, during which time a public hearing is held on the land use application. If approved by the CPC, the application is then forwarded to the City Council, which has 50 days to review the application. In the event the Council seeks to modify the application, the modifications are referred to the CPC for consideration, and the time for City Council action is extended to 65 days.

Project Area and Development Sites

Project Area

The Project Area comprises Brooklyn Block 1702, Lot 1; Block 1708, Lot 1, and areas not mapped within a Tax Lot (which include the former roadbed of closed portions of Utica Avenue and Herkimer Street) in the Bed-Stuy neighborhood of Brooklyn CD 3. The Project Area contains the Fulton Park Site and the HPD Site, which are described in detail below. The boundary of the Project Area to the west of Utica Avenue is to be confirmed pending confirmation of the City's property boundaries. It is assumed that no development would occur on the portion of Block 1708, Lot 1 west of Utica Avenue (the Other Area); this area is part of the Project Area, but it is not included in either the Fulton Park Site or the HPD Site. The boundaries of the Project Area, Fulton Park Site, and HPD Site are shown in **Figure 1**.

The Project Area is located within the Fulton Park Urban Renewal Area, the plan for which (the Urban Renewal Plan) was originally adopted by the CPC in 1985 (ULURP No. C850254HUK), by the Board of Estimate in 1988 (Cal. No. 16), and amended in 1993 and 2003. Prior to adoption of the Urban Renewal Plan, the Fulton Park Site was included in the Urban Renewal Plan for the Fulton Park Section of the Central Brooklyn Community Development Plan, which was first approved in 1968, amended 14 times, and changed through minor amendments three times between its original adoption and 1981. The Urban Renewal Plan expires on February 11, 2028. Within the Project Area, Block 1708, p/o Lot 1 (the portion of the Fulton Park Site south of the former Herkimer Street) is designated as Site 7, and Block 1702, p/o Lot 1 (the portion of the Fulton Park Site north of the former Herkimer Street) is designated as Site 8. A portion of the HPD Site (the portion of Block 1702, Lot 1 west of Utica Avenue) is designated as Site 8a. Easements run between Sites 7 and 8, and both south and west of Site 8a. Both Sites 7 and 8 are limited to "Residential Use" under the Urban Renewal Plan, which is defined to include residential uses, community facilities, limited recreational facilities, and local retail. Site 8a is indicated as "Public and Quasi-Public", defined as public and community facility uses including schools, libraries, community centers, hospitals, nursing homes,

and health related facilities. On Site 7, there is a supplemental control that states that no building shall be built within 10 feet of the north line of Atlantic Avenue in order to set back from the elevated train tracks within Atlantic Avenue. Building bulk is otherwise as permitted by the Zoning Resolution and the Urban Renewal Plan explicitly permits zoning map amendments.

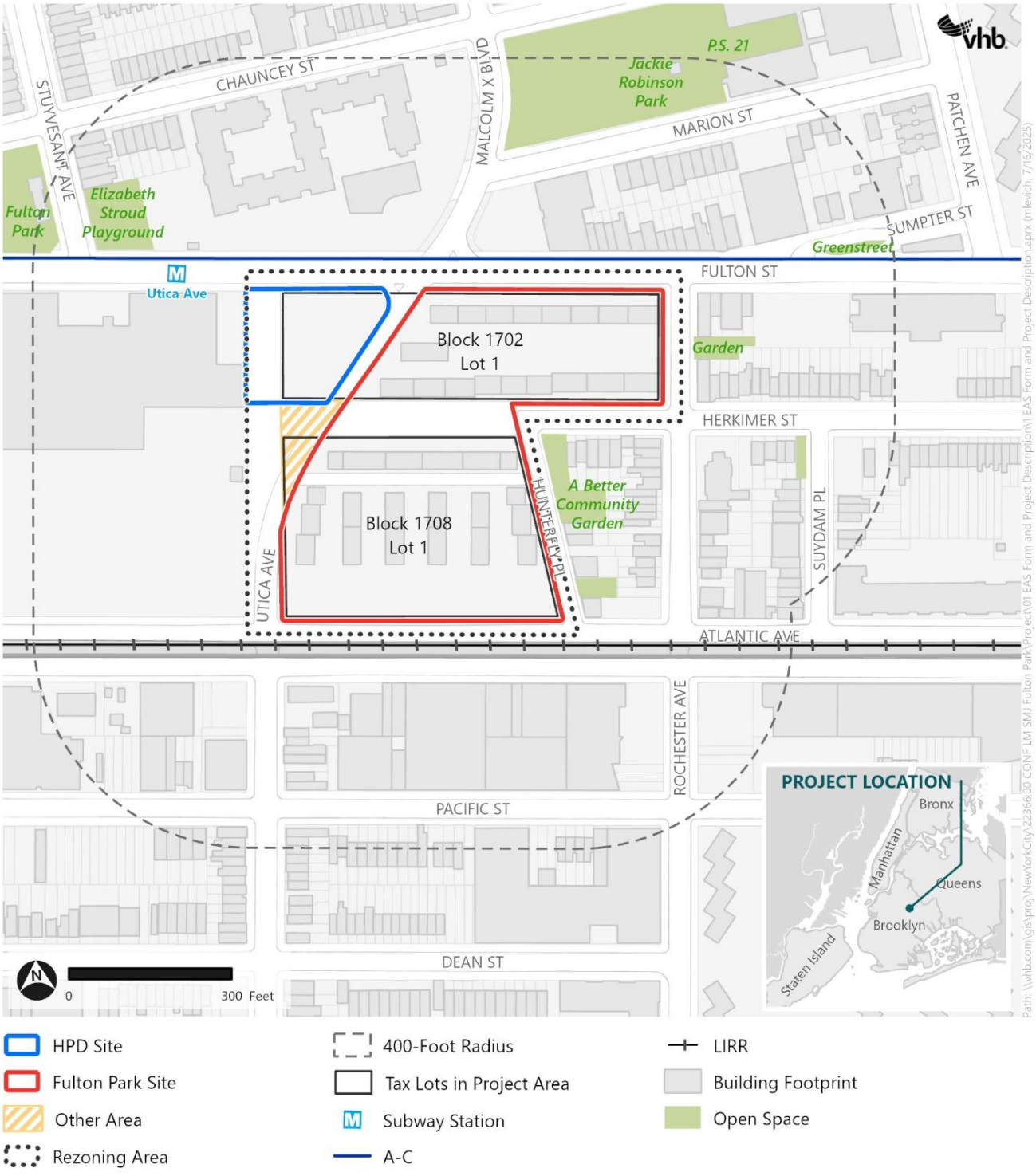
The Project Area is located entirely within an R6B zoning district. R6B districts are medium-density districts that require contextual development pursuant to contextual bulk, height, and setback regulations. R6B zoning districts are designated for single- and multi-family residential use, although multi-family apartment buildings are most commonly found within such districts. R6B zoning districts allow 2.0 FAR for residential uses, 2.40 for Qualifying Affordable Housing (QAH; including Universal Affordability Preference [UAP]), and 2.0 for community facility uses. Base heights range from a minimum of 30 feet to a maximum of 45 feet and the maximum building height permitted is 55 feet (65 feet with QAH).

Fulton Street has a width of 80 feet and is a "Wide Street" as defined in the New York City Zoning Resolution (ZR) Section 12-10. Atlantic Avenue has a width of 120 feet and is a Wide Street. Herkimer Street is 70 feet in width and is a "Narrow Street" as defined in ZR Section 12-10. Utica Avenue has a width of 70 feet and is a Narrow Street, but functions as a Wide Street withing the context of the surrounding neighborhood because it serves as a major corridor, supports public transit, and has wide sidewalks. Rochester Avenue has a width of 70 feet and is a Narrow Street. Hunterfly Place has a width of 50 feet and is a Narrow Street.

The Project Area is also located in the Inner Transit and Food Retail Expansion to Support Health (FRESH) Zones. The Inner Transit Zone provides special lower accessory parking requirements. Here, no accessory off-street parking is required for newly developed dwelling units. FRESH Zones provide discretionary tax and zoning incentives through the New York City Industrial Development Agency for the establishment and retention of grocery stores in underserved communities. The Project Area is eligible for zoning and discretionary tax incentives under this program.

The Project Area is well served by public transportation. The A and C subway lines run along Fulton Street, and the Utica Avenue station is located directly across Utica Avenue and Fulton Street from the Project Area with entrances on both the north and south sides of Fulton Street. The A subway line provides service between 207th Street in Inwood, Manhattan and Mott Avenue in Far Rockaway, Queens, or Lefferts Boulevard in Richmond Hill, Queens, typically alternating between the latter two terminals, and making express stops in Manhattan and Brooklyn. Late night service operates only between 207th Street and Far Rockaway, making all stops on the route and offering a shuttle train (the Lefferts Boulevard Shuttle between Euclid Avenue and Lefferts Boulevard). The C subway line operates locally between 168th Street in Washington Heights, Manhattan, and Euclid Avenue in East New York, Brooklyn. There are also multiple bus lines serving the Project Area. The B25 runs primarily along Fulton Street and operates between East New York Avenue/Alabama Avenue and Front Street in Fulton Landing. The B25 stops immediately adjacent to the Project Area near the intersection of Fulton Street and Utica Avenue. The B46 runs primarily along Utica Avenue and operates between the Kings Plaza Shopping Center through Eastern Brooklyn, with continued service west along Broadway to the Williamsburg Bridge Plaza Bus terminal. The B46 stops immediately adjacent to the Project Area at the intersections Utica Avenue with both Fulton Street and Atlantic Avenue.

Figure 1 Project Location



Source: NYC DCP (2024; NYC Parks (2024)

Development Sites and Other Area

Fulton Park Site

The Fulton Park Site is an irregularly shaped superblock comprising the portions of Block 1702, Lot 1 and Block 1708, Lot 1 that are east of Utica Avenue and a segment of the former roadbed of Herkimer Street that is located between Utica Avenue and Hunterfly Place that was discontinued and closed in 1983. The Fulton Park Site includes a total lot area of approximately 268,100 square feet (sf), and is bounded by Fulton Street to the north, Rochester Avenue and Hunterfly Place to the east, Herkimer Street and Atlantic Avenue to the south, and Utica Avenue to the west. There is an easement for water and sewer running through the former bed of Herkimer Street between the northern and southern portions of the Fulton Park Site. There are also several National Grid and Con Ed easements traversing the site from east to west.

The Fulton Park Site is improved with surface parking lots and the existing buildings, which are 37 three-story multifamily buildings that contain the 209 existing housing units and one single-story accessory management office building. As noted above, the existing housing units are subject to a project-based HAP contract under Section 8 of the United States Housing Act of 1937, as amended. Originally built in the early 1980s, the existing buildings are configured as part of a low-scale tower-in-the-park superblock. The existing buildings include a total of approximately 214,111 gsf of residential space, all of which is currently utilized for the existing housing units and accessory uses. In addition to the existing buildings, there is a surface parking area located in the bed of the former Herkimer Street that contains approximately 45 parking spaces for use exclusively by residents of the existing housing units. There is also an unused paved area along Atlantic Avenue that was once used as a parking lot but is now not accessible to residents or the public. There are landscaped lawns and pedestrian pathways running throughout the site, spaces which are generally underutilized.

The Fulton Park Site is subject to various related restrictive, disposition, and regulatory agreements relating to the existing buildings and housing units. However, it is not anticipated that amendments to same require additional CPC actions beyond the Proposed Actions as described below.

HPD Site

The HPD Site comprises the portion of Block 1702, Lot 1 west of Utica Avenue and the area between the western boundary of Block 1702, Lot 1 and the eastern boundary of Block 1701, Lot 1 (this area is not part of a Tax Lot; it is the former roadbed of Utica Avenue). The HPD Site is bounded by Fulton Street to the north, Utica Avenue to the east, the former roadbed of Herkimer Street to the south, and the eastern boundary of Block 1701, Lot 1 to the west. The former roadbeds of Utica Avenue and Herkimer Street are mapped on the HPD Site, along with a 35-foot-wide sewer easement. The lot area of the HPD Site is assumed to be approximately 38,514 sf, though this is subject to confirmation, as are the location of the City's property boundaries. The HPD Site is currently vacant. The central portion of the site is surrounded by a chain-link fence and is overgrown with trees. On the northern portion of the site, there is a paved pedestrian path providing access to an entrance to the Utica Avenue subway station located near Fulton Street. There is a single temporary structure on the site—a New York Police Department (NYPD) guardhouse located at the corner of Fulton Street and Utica Avenue.

The HPD Site was identified by HPD in its *Bedford-Stuyvesant Housing Plan* as the Fulton-Utica Site. The *Housing Plan* states that development proposals for the site should incorporate community facility uses and programming that incorporate youth enrichment activities and recreation. The site

design should improve the pedestrian experience, and amenities should be catered to the historically underserved neighborhood.

Other Area

Although included in the Project Area, no development would occur in either the portion of Block 1708, Lot 1 west of Utica Avenue or the area south of Block 1702, Lot 1 and north of Block 1708, Lot 1 (this area is not part of such Tax Lots; it is the former roadbed of Herkimer Street). This area is unimproved. The total area west of Utica Avenue to be rezoned is approximately 66,642 sf, which comprises the 38,514-sf HPD Site and roughly 28,128 sf of area where no development would occur.

Surrounding Context

The area surrounding the Project Area (within approximately a 400-foot radius) supports a mix of residential and mixed-use apartment buildings at varying densities, institutional and community facility uses, retail, local services, and light industrial and automotive uses. There are several public open spaces scattered throughout. The Project Area is situated along Atlantic Avenue, which is a major arterial road connecting eastern and western Brooklyn, forming the border between two neighborhoods: Bed-Stuy to the north and Crown Heights to the south. The Long Island Rail Road (LIRR) runs on elevated steel tracks along the center of Atlantic Avenue. In general, the area south of Atlantic Avenue within 400 feet of the Project Area supports automotive, light industrial, and related uses in one- to two-story buildings on small- to medium-sized lots. North of Atlantic Avenue, the surrounding area transitions away from industrial and automotive uses and towards multi-family residential and complementary (local commercial and community facility) uses. Directly west of the Project Area between Fulton Street and Atlantic Avenue, Block 1701 is occupied by Nelson Mandela High School, a public high school housed in a large three-story brick building surrounded by a football field and running track, tennis courts, and a parking lot. North of Fulton Street, there is a large six-story apartment complex surrounded by two- to four-story residential and mixed-use buildings on small lots, a pattern which continues to the east of the Project Area. Community facility and institutional uses in the surrounding area include several houses of worship and a nursing and rehabilitation center. Nearby open spaces include Jackie Robinson Park Playground and Elizabeth Stroud Playground. As discussed above, there are several public transit options available in the surrounding area.

Proposed Actions

To facilitate the Proposed Development, the Applicants are seeking the following local actions with respect to the Project Area.

- Urban Development Action Area Project (UDAAP) designation, project approval, and disposition of city-owned property at Block 1702, p/o Lot 1 (the HPD Site).
- Amendment to the Second Amended Fulton Park Urban Renewal Plan (URP) to reflect the disposition action above and amend the use designation of (i) the HPD Site (Site 8A of the URP) from Public/Quasi-public land to Residential and/or Commercial and (ii) the Fulton Park Site (Sites 7 and 8 of the URP) from Residential to Residential and/or Commercial.

- An amendment of Zoning Map 17a to rezone Brooklyn Block 1702, Lot 1 and Block 1708, Lot 1 from an R6B to (A) an R8X/C2-4 zoning district beginning at the intersection the centerline of Atlantic Avenue and the extension of the western street line of Utica Avenue a boundary line perpendicular to Atlantic Avenue running north approximately 679 feet 0 inches to the centerline of Fulton Street, then east a distance of 514 feet 2 inches, then south perpendicular to Fulton Street a distance of 100 feet from the southern Fulton Street street line, then west a distance of 119 feet 3 inches parallel to Fulton Street, then at an angle of 124 degrees in the south westerly direction a distance of 134 feet 1 inch parallel to Utica Avenue, then south in a line perpendicular to Atlantic Avenue a distance of 243 feet 5 inches, then east parallel to Atlantic Avenue to the centerline of Hunterfly Place, then along the centerline of Hunterfly Place to the centerline of Atlantic Avenue, then along Atlantic Avenue to the westerly side of Utica Avenue; (B) an R7D/C2-4 zoning beginning in the midpoint of Rochester Avenue westerly a distance of 250 feet along the centerline of Fulton Street, then south a distance of 140 feet perpendicular to Fulton Street, then 250 feet easterly to the centerline of Rochester Avenue, then north along the centerline of Rochester Avenue to the centerline of Fulton Street; (C) an R6D zoning district beginning at the intersection of the centerlines of Herkimer Street and Rochester Avenue along the centerline of Herkimer Street to the intersection with the centerline of Hunterfly Place, then along the centerline of Hunterfly Place a distance to 222 feet 11 inches, then westerly 244 feet 7 inches parallel to Atlantic Avenue, then north perpendicular to Atlantic Avenue a distance of 243 feet 5 inches, then at an angle in the north westerly direction a line parallel to Utica Avenue a distance of 134 feet 1 inch, then in the easterly direction a line parallel to Herkimer Street to the centerline of Rochester Avenue, then along the centerline of Rochester Avenue to the centerline of Herkimer Street.[4]
- An amendment to the text of Appendix F of the Zoning Resolution to designate the Project Area as an MIH Area, as required by the MIH program. Such designation will facilitate the replacement of the existing housing units and creation of new permanently affordable dwelling units. As identified in the City's housing plans and in various local planning efforts, the City is in dire need of affordable housing. Consistent with such needs, the Proposed Development will create a substantial amount of new affordable housing units.
- An authorization to modify the location and width of curb cuts as required under 25-631 pursuant to 25-631 (f)(2). The curb cuts, as currently proposed, would be 12 feet wide and located in the same locations as the existing 35-foot-wide curb cuts on Utica Avenue and at the intersection of Hunterfly Place and Herkimer Street. The proposed curb cuts decrease the degree of existing non-compliance with the applicable curb cut location and width requirements.

In addition, the Applicants are seeking the following Federal action.

- HUD approval to amend the current HAP contract that covers the 209 existing units on the site.

It is possible that the Applicants could seek additional funding or financing through discretionary State actions at a later date. The environmental review for the Proposed Actions under CEQR and NEPA also satisfies SEQRA.

Proposed Development

Approval of the Proposed Actions would facilitate the redevelopment of both the Fulton Park Site and the HPD Site with new residential, local retail, and community facility uses. The Proposed

[4] Boundaries to be confirmed with TRD. Boundary west of Utica Avenue to be confirmed pending confirmation of City's property boundaries.

Development would introduce 12 buildings (Buildings 1 through 10 and Replacement Buildings A and B), ranging in height from six to 17 stories, along with comprehensive site circulation improvements, pedestrian paths, and open space. As part of the Proposed Development, the existing buildings on the Fulton Park Site would be demolished and two new buildings would be constructed to provide replacement housing for the existing housing units (Replacement Buildings A and B).

Replacement Building A is anticipated to be built first in part of the vacant area of the Fulton Park Site, which is the only substantial, unimproved area of the site. This would allow existing housing units located on the portion of the site south of Herkimer Street to be relocated directly to the new building without any interim move. Following the demolition of the existing buildings in the southern portion of the Fulton Park Site, the new buildings south of the former Herkimer Street roadbed would be constructed and the remainder of the existing housing units would be relocated.

Figure 2 shows an illustrative site plan for the Proposed Development.

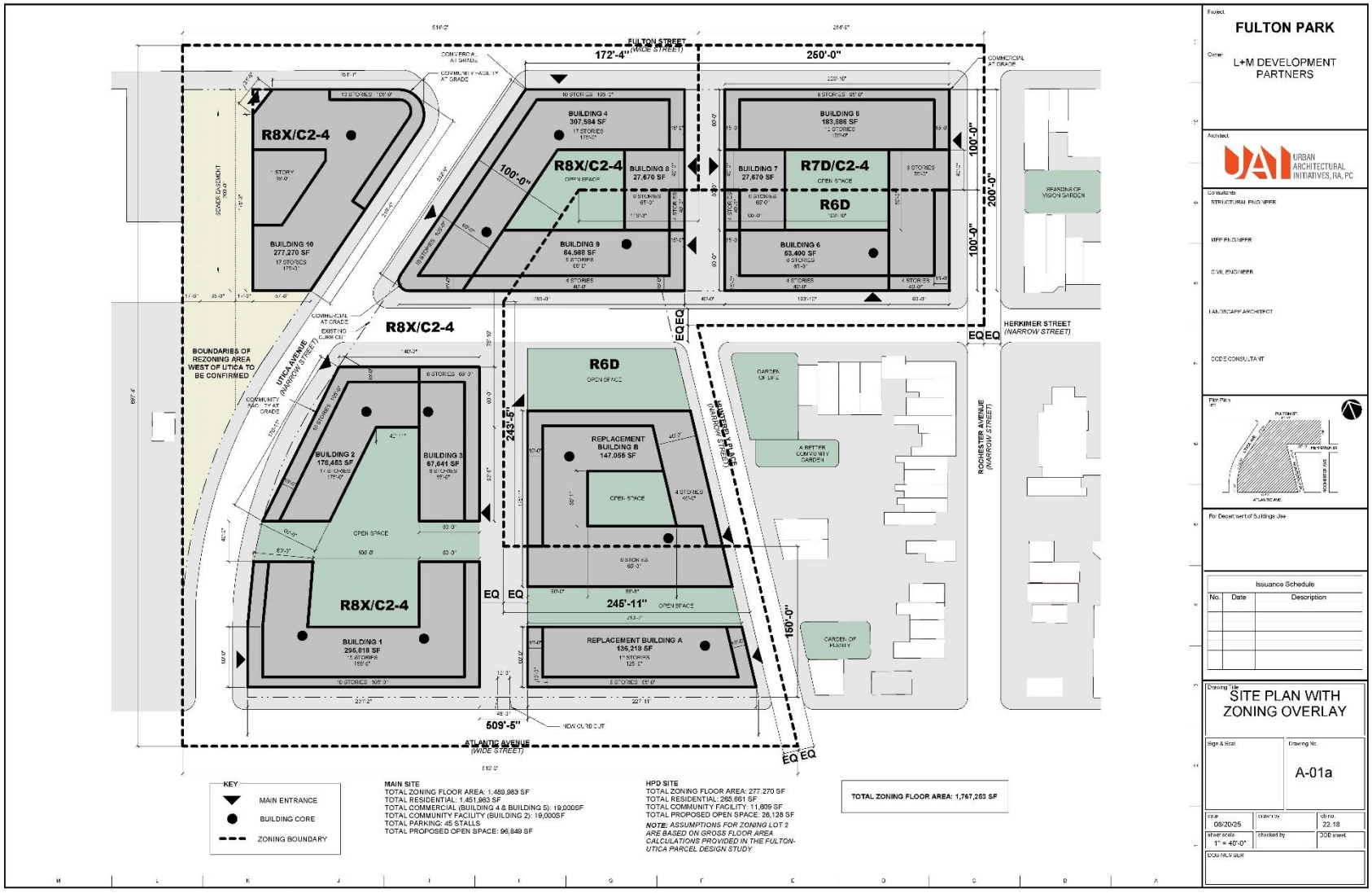
Site Improvements

The Proposed Development would utilize the Fulton Park Site and HPD Site with greater efficiency; respect modern design standards; provide meaningful, well-functioning open space and pedestrian corridors that enable greater circulation and connectivity; and break up the existing superblock to create a strong streetscape and meaningful interior open space. The Proposed Development would introduce a total of approximately 96,849 gsf of new open space in the form of landscaped yards, recreational space, and pedestrian walkways in the areas to the east of Utica Avenue. Approximately 9,452 sf of open space would be publicly accessible in the form of a plaza at the corner of Hunterfly Place and Herkimer Street. The extent to which the balance of the proposed open space would be accessible to the public is to be determined.

The Proposed Development would introduce two new corridors running north-south through the site and maintain the existing corridor running east-west through the site:

- The North Connector would extend north from the intersection of Hunterfly Place and Herkimer Street to intersect with Fulton Street at midblock between Utica and Rochester Avenues. This space would be intended for use by pedestrians.
- The South Connector would extend north from Atlantic Avenue at approximately midblock between Utica Avenue and Hunterfly Place to intersect the former roadbed of Herkimer Street at the center of the Fulton Park Site. This space is intended as a shared pedestrian and vehicle corridor with parallel parking integrated with landscaping.
- The Herkimer Connector would be located in the former roadbed of Herkimer Street between Utica Avenue and Hunterfly Place. This space would be utilized for parking and both vehicular and pedestrian circulation.

Figure 2 Proposed Illustrative Site Plan



Source: UAI

Proposed Buildings

The Proposed Development would involve the construction of 12 new, primarily residential buildings, with some commercial and community facility uses. Of the Proposed New Buildings, Replacement Building A, Replacement Building B, and Buildings 1 through 9 would be located on the Fulton Park Site, while Building 10 would be located on the HPD Site.

In total, the Proposed Development (including both the Fulton Park and HPD Sites) would include approximately 1,767,253 zsf (1,969,297 gsf), of which approximately 1,717,644 zsf (1,909,777 gsf) would be residential, 19,000 zsf (20,900 gsf) would be commercial, and 30,609 zsf (33,120 gsf) would be community facility uses. There would also be approximately 5,500 gsf of bike storage space. The Proposed New Buildings are currently anticipated to include approximately 2,035 DUs (including replacements for the 209 existing housing units).

Replacement Buildings A and B and the new Buildings 1 through 10 would be laid out as follows:

Fulton Park Site

The Fulton Park Site would contain Replacement Building A, Replacement Building B, and Buildings 1 through 9. For illustrative purposes, the proposed program for each building is described below. It is possible that floor area could be redistributed between buildings. The total building program, however, would not substantially change.

- Replacement Building A would be located at the southeastern corner of the Fulton Park Site, with street frontage along Atlantic Avenue and Hunterfly Place. It is proposed to be set back from Atlantic Avenue by 10 feet pursuant to the Urban Renewal Plan and have a maximum building height of 125 feet (12 stories) and a maximum base height of 65 feet before a setback of 10 feet from the 10-foot setback from Atlantic Avenue,15 feet from Hunterfly Place, and 15 feet from the South Connector. It is proposed to contain approximately 136,218 zsf (149,840 gsf) of residential use. Replacement Building A would contain approximately 142 DUs. Please note that the ultimate Section 8 replacement unit count for this building will be determined based on HUD requirements and financial feasibility.
- Replacement Building B would be located north of Replacement Building A, with street frontage along Hunterfly Place. It would have a maximum building height of 65 feet (six stories). The portion of the building within the proposed R8X/C2-4 district would have a maximum base and building height of 65 feet. Within the R6D district, the building would have a 40-foot setback along Hunterfly Place, a 15-foot setback from the South Connector, and a 15-foot setback from the proposed open space directly north, all located at a height of 45 feet before rising to a building height of 65 feet. Replacement Building B would be massed around a central private courtyard. The building is proposed to contain approximately 147,055 zsf (161,761 gsf) of residential use. Replacement Building B would contain approximately 132 DUs. Please note that the ultimate Section 8 replacement unit count for this building will be determined based on HUD requirements and financial feasibility.
- Building 1 would be located at the southwestern corner of the Fulton Park Site, with street frontages along Atlantic Avenue and Utica Avenue. The building would have a U-shaped massing with its recess facing north. It is proposed to be set back from Atlantic Avenue by 10 feet pursuant to the Urban Renewal Plan. Building 1 would have a maximum building height of 155 feet (15 stories) and a maximum base height of 105 feet before setbacks of 10 feet from the 10-

foot setback from Atlantic Avenue, 15 feet from Utica Avenue, and 15 feet from the South Connector. Building 1 is proposed to contain approximately 295,818 zsf (325,400 gsf) of residential use (approximately 357 DUs).

- Building 2 would be located north of Building 1, with street frontage on Utica Avenue. Building 2 is proposed to have a maximum building height of 175 feet (17 stories) and a maximum base height of 105 feet before setbacks of 15 feet from Utica Avenue and the Herkimer Connector. It is proposed to contain approximately 159,453 zsf (175,398 gsf) of residential use and 19,000 zsf (20,900 gsf) of community facility use (approximately 193 DUs).
- Building 3 would be located adjacent to Building 2, with frontage along the South Connector. It is proposed to have a maximum building height of 85 feet (eight stories). Buildings 2 and 3 would be adjacent and massed in an inverted U-shape around a central courtyard, with separate building cores and entrances. Building 3 is proposed to contain approximately 67,641 zsf (74,067 gsf) of residential use (approximately 81 DUs).
- Building 4 would be located at the northwestern corner of the Fulton Park Site, with street frontage along Utica Avenue and Fulton Street. It is proposed to have a maximum building height of 175 feet (17 stories) and a maximum base height of 105 feet before setbacks of 15 feet from Utica Avenue, 15 feet from the Herkimer Connector and North Connector, and 10 feet from Fulton Street. It is proposed to contain approximately 297,084 zsf (326,792 gsf) of residential use (approximately 359 DUs) and 10,500 zsf (11,550 gsf) of commercial use (ground-floor local retail). Buildings 4, 8, and 9 would be adjacent and massed around a central courtyard.
- Building 5 would be located at the northeastern corner of the site, with street frontage along Fulton Street and Rochester Avenue. Along Fulton Street, it is proposed to have a maximum building height of 125 feet (12 stories) and a maximum base height of 95 feet before setbacks of 10 feet from Fulton Street and 15 feet from Rochester Avenue and the North Connector. The wing of the building along Rochester Avenue would have a maximum height of 65 feet with a maximum base height of 40 feet before setbacks of 15 feet along Rochester Avenue and Herkimer Street provided in the portion of the building within the R6D zoning district. It is proposed to contain approximately 175,386 zsf (192,925 gsf) of residential use (approximately 212 DUs) and 8,500 zsf (9,350 gsf) of commercial use (ground-floor local retail). Buildings 5, 6, and 7 would be adjacent and massed around a central courtyard.
- Building 6 would be located adjacent to Buildings 5 and 7, with street frontage along Herkimer Street. It is proposed to have a maximum building height of 65 feet (six stories) and a maximum base height of 40 feet before setbacks of 15 feet from Herkimer Street and the North Connector. It is proposed to contain approximately 53,400 zsf (58,206 gsf) of residential use (approximately 64 DUs).
- Building 7 would be located between Buildings 5 and 6, with frontage along the North Connector. It is proposed to have a maximum building height of 65 feet (six stories) and a maximum base height of 40 feet before a setback of 15 feet from the North Connector provided in the portion of the building located within the R6D zoning district. It is proposed to contain approximately 27,670 zsf (30,018 gsf) of residential space (approximately 33 DUs).
- Building 8 would be located opposite Building 7, with frontage along the North Connector. It is proposed to have a maximum building height of 65 feet (six stories) and a maximum base height of 40 feet before a setback of 15 feet from the North Connector provided in the portion of the building located within the R6D zoning district. It is proposed to contain approximately 27,670 zsf (30,018 gsf) of residential space (approximately 33 DUs).

› Building 9 would be located adjacent to Buildings 4 and 8, with frontage along the Herkimer Connector. It is proposed to have a maximum building height of 65 feet (six stories), and a maximum base height of 40 feet before setting back 15 feet from the Herkimer Connector and the North Connector. It is proposed to contain approximately 64,588 zsf (70,078 gsf) of residential space (approximately 78 DUs).

The proposed buildings at the Fulton Park Site (Replacement Buildings A and B and the new Buildings 1 through 9) would contain a total of 1,489,983 zsf (1,636,302 gsf), comprising 1,451,983 zsf (1,594,502 gsf) of residential space, 19,000 zsf (20,900 gsf) of ground-floor commercial space, and 19,000 zsf (20,900 gsf) of ground-floor community facility space. In total, these buildings would contain 1,684 DUs, of which 337 DUs (under Option 3) to 505 DUs (Option 2) would be permanently affordable pursuant to MIH, depending on the MIH Option selected during public review.

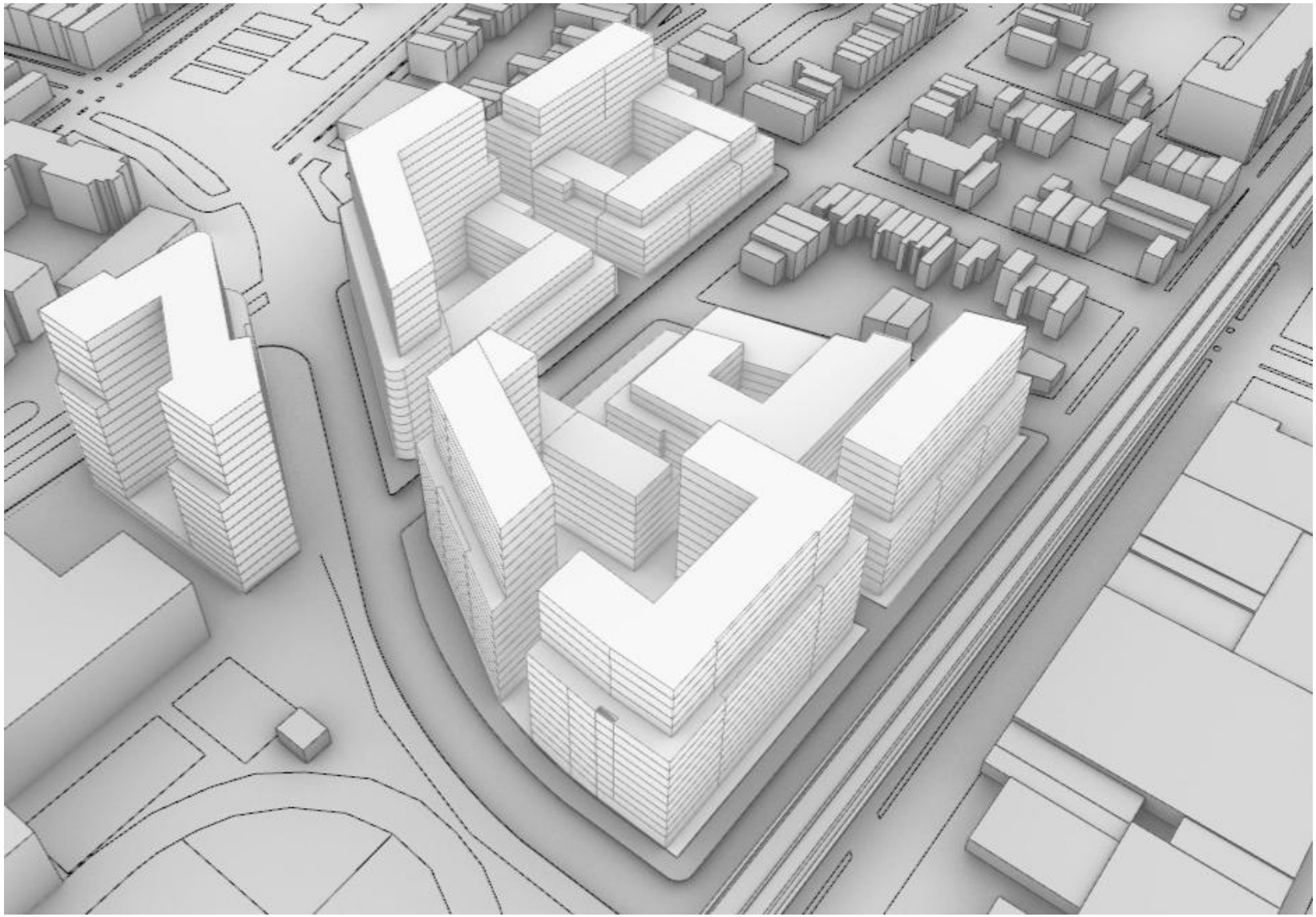
HPD Site

A single building, Building 10, would be developed on the HPD Site.

› Building 10 would be located on the HPD Site, with street frontage along Fulton Street and Utica Avenue. The vacant site would be redeveloped with a 175-foot-tall (17-story) mixed-use residential and community facility building containing 265,661 zsf (315,275 gsf) of residential use and 11,609 zsf (12,220 gsf) of community facility use. The building would have a 15-foot setback from Utica Avenue and a 10-foot setback from Fulton Street at a height of 105 feet near the intersection of Fulton Street and Utica Avenue. The 17-story building would wrap around a single-story court at the rear of the building. Building 10 would contain approximately 351 DUs.

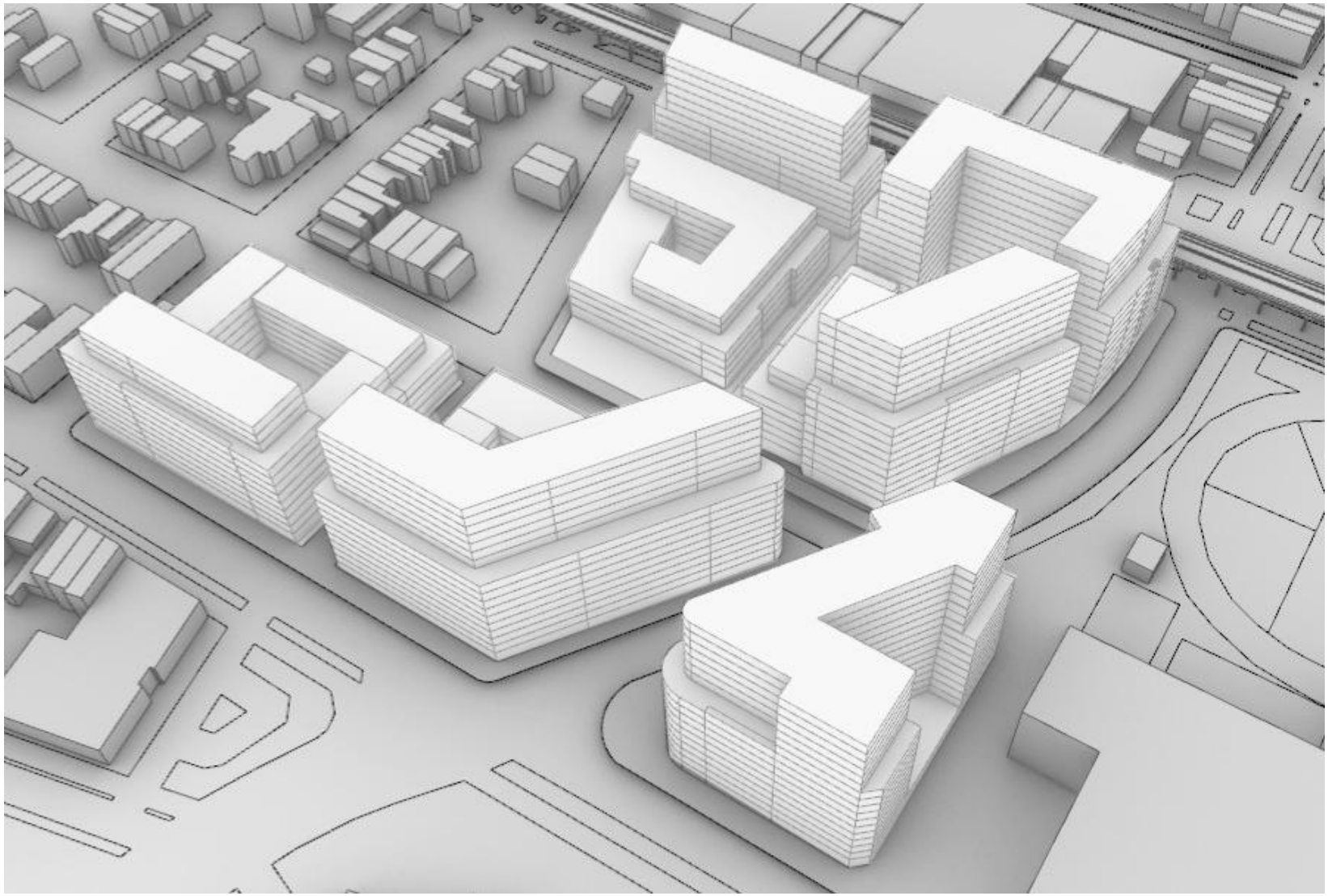
Figure 3 and **Figure 4** show illustrative building massings and layouts for the Proposed Development.

Figure 3 Proposed Illustrative Building Massing – Southwest View



Source: UAI

Figure 4 Proposed Illustrative Building Massing – Northwest View



Source: UAI

Project Purpose and Need

The Proposed Actions are necessary to allow the comprehensive redevelopment of the Fulton Park Site and HPD Site with a substantial amount of affordable and market rate housing, community facility and commercial uses, and site improvements, while facilitating the direct relocation of tenants of the existing housing units into new units with access to meaningful amenities and open space. The Fulton Park Site and HPD Site are currently underutilized: the HPD Site is vacant and undeveloped, and the Fulton Park Site is underdeveloped with outdated buildings and an inefficient site plan. The Proposed Actions would enable the Applicants to redevelop these underutilized sites with a mixed-use development program that responds to the needs of the community, allowing for the provision of new community facility space, an updated site layout with improved connectivity, and a substantial amount of new housing.

Demand for affordable housing in Bed-Stuy continues to grow. Brooklyn CD 3 has identified a need for affordable housing as the most pressing issue currently facing the community.[5] In absence of the Proposed Actions, it would not be feasible to develop affordable housing in the Project Area to address this goal. By facilitating the development of approximately 1,826 new DUs (including 351 100-percent affordable DUs at the HPD Site and a total of 337 to 505 new permanently-affordable units pursuant to MIH), the Proposed Actions would help address the needs of CD 3 and would be in support of the goals and objectives of several applicable public policies aiming to address the needs for affordable housing locally and throughout the City. Such policies include the *Bedford-Stuyvesant Housing Plan, Housing Our Neighbors: A Blueprint for Housing and Homelessness,* and *Where We Live NYC*.

The Proposed Actions would address these needs as follows:

- The proposed UDAAP designation is necessary to facilitate development of the HPD Site with a new mixed-use building providing 100 percent affordable housing and community facility space. As noted above, this site was identified for future development by HPD in the *Bedford-Stuyvesant Housing Plan*. This action would enable 100 percent affordable development on what is currently a vacant and underutilized site in a prime location for housing.
- The proposed amendment to the URP is needed to enable the development of affordable housing on the HPD Site, which would serve the needs of the surrounding community. Additionally, the amendment of the use designation on the Fulton Park Site would enable more flexibility in the allowable commercial uses, and would permit the full range of uses allowed in the area to be mapped within a C2-4 overlay pursuant to the Zoning Resolution, as described below. As also discussed below, the Fulton Park Site is well-suited to a mix of residential and complementary commercial uses, which would enliven the streetscape and create a more engaging pedestrian environment in conjunction with the proposed circulation improvements and open space.
- The proposed R6D, R7D/C2-4, and R8X/C2-4 zoning districts, which allow for greater density than that which is permitted today, are appropriate for the reasons listed below.

The Project Area is located on a large parcel with ample opportunity to accommodate additional density while preserving access to light and air from surrounding streets and open space provided

[5] Brooklyn Community Board 3, *Statement of Community District Needs, Fiscal Year 2026,* https://communityprofiles.planning.nyc.gov/brooklyn/3#community-board

within the Project Area itself. The Fulton Park Site is fully bounded by streets, two of which (Fulton Street and Atlantic Avenue) are Wide Streets and three of which read as Wide Streets within the context of the Surrounding Area. The HPD Site is located at an intersection with significant pedestrian activity and direct access to public transit. Fulton Street is an 80-foot-wide local commercial corridor with significant foot traffic and public transit options. Atlantic Avenue is a 120 feet-wide corridor which connects to several transit hubs. Both Fulton Street and Atlantic Avenue travel east-west and traverse several neighborhoods. The Project Area is well served by public transit. As discussed above, the A and C trains and multiple bus lines stop adjacent to the Project Area and the LIRR is within close proximity. The Project Area is under a half hour via public transit to central business districts such as Downtown Brooklyn and Lower Manhattan and is a prime location for transit-oriented development.

Mixed-use and multi-family residential buildings are common in the Surrounding Area, as described above, and the area continues to experience growth and development. The Bed-Stuy neighborhood has experienced growth and demographic shifts over the past decades. Coupled with the low- to medium-density zoning in the surrounding area that has limited new housing development, this trend has led to rising rents and displacement pressure on existing low- to moderate-income households. New housing development, particularly affordable housing for a range of incomes, has fallen short of demand and the area is in crucial need of meaningful inclusionary and mixed-income housing development. The Proposed Actions would facilitate the creation of new housing, including permanently affordable housing, along major corridors, within a transit-rich area, with meaningful access to local and larger commercial centers. Such new housing would meaningfully increase the housing stock and alleviate rent and displacement pressures.

The increased bulk is consistent with recent community planning and rezoning efforts in Bed-Stuy and the larger area surrounding the Project Area, including the Atlantic Avenue Mixed-Use Plan (AAMUP). The AAMUP, for example, rezoned a large area primarily along Atlantic Avenue to R7A, R7D, C6-3A (R9A residential equivalent), C6-3X (R9X residential equivalent), M1-3A/R7D, M1-2A/R6A, M1-2A, M1-3A, M1-4A/R9A, C4-3A (R6A residential equivalent), M1-1A/R6B, C4-5D (R7D residential equivalent), and R7-2 zoning districts, many of which also have C2-4 commercial overlays.

The proposed R7D zoning district is commonly mapped within the Surrounding Area, including directly adjacent to the Project Area to the north and east. The R7D zoning district is proposed in areas of the Project Area that front on Narrow Streets and create a more gradual shift in bulk between the remainder of the Project Area and the adjacent neighborhood to the east. R7D zoning districts are medium-density contextual districts that allow for a wide variety of residential uses and community facilities, which must be developed pursuant to Quality Housing regulations. R7D zoning districts promote contextual development along transit corridors and are commonly mapped along Fulton Street. Thus, the proposed R7D zoning district is consistent with the zoning in the Surrounding Area.

The R8X zoning district is proposed in areas of the Project Area that front on Wide Streets (Fulton Street and Atlantic Avenue) and Utica Avenue, which reads as a Wide Street. These streets are major corridors and can accommodate greater bulk while preserving adequate light and air and providing meaningful access to public transportation.

The shift within the Project Area from the R8X zoning district to the R7D zoning district requires that the Proposed Development step down in bulk from the wider streets to the narrower streets, orienting the greatest bulk and density along major corridors and in closest proximity to public transit.

The C2-4 overlay is commonly found within the Surrounding Area, including directly to the north and east of the Project Area, and allows for ground floor local retail commercial uses, to serve both the Project Area and Surrounding Area. Commercial uses will be focused along Fulton Street and Utica Avenue to serve existing foot traffic and further activate such streets.

The proposed MIH Area designation would facilitate the replacement of the existing housing units and creation of new permanently affordable dwelling units. As identified in the City's housing plans and in various local planning efforts, the City is in dire need of affordable housing. Consistent with such needs, the Proposed Development will create a substantial amount of new affordable housing units.

The proposed curb cut authorization is needed in order to facilitate curb cuts along Utica Avenue and at the intersection of Herkimer Street and Hunterfly Place to access the Herkimer Connector, which would decrease the degree of non-compliance of the existing curb cuts with the applicable curb cut location and width requirements.

Analysis Framework and Reasonable Worst-Case Development Scenario

Identification of Development Sites

The Proposed Actions include a UDAAP designation, approval, and disposition; a URP amendment; a zoning map amendment; a zoning text amendment; a zoning authorization; and Federal actions (see **Proposed Actions**). The Proposed Actions would only apply to the Project Area, and development would only occur within the Fulton Park and HPD Sites, as it would not be feasible to develop the remainder of the Project Area west of Utica Avenue due to various easements. No soft sites or other non-Applicant-owned sites are expected to be redeveloped with approval of the Proposed Actions.

Analysis (Build) Year

The analysis year for the Proposed Actions is 2036. This assumes project approval in 2026. Following approval, Replacement Building A would commence construction. At this point, it is possible that construction could also commence on Building 10 at the HPD Site. Demolition of the existing buildings on the southern portion of the Fulton Park Site would follow. Next, the new buildings south of the former Herkimer Street roadbed would be constructed, including Replacement Building B, and the remainder of the existing housing units would be relocated. Following the relocation of the remaining tenants of the existing housing units, demolition of the balance of the existing buildings would occur, followed by construction of the remaining new buildings. It is anticipated that this process would be complete—with all buildings fully operational and occupied—in 2036.

Reasonable Worst-Case Development Scenario

In order to assess the potential effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) for both "future No-Action" (No-Action) and "future With-Action (With-Action) conditions will be analyzed for an analysis, or build year, of 2036. For the purpose of the environmental analyses, the No-Action condition represents the future absent the Proposed Actions and serves as the baseline by which the Proposed Actions (or With-Action condition) are

compared to determine the potential for significant environmental impacts. The difference between the No-Action and With-Action conditions represents the increment to be analyzed in the CEQR process.

Future No-Action Condition

In the future No-Action condition, it is anticipated that the existing conditions would remain in the Project Area. The 209 existing housing units would continue to occupy the existing buildings on the Fulton Park Site, and the HPD Site would remain vacant and unimproved.

Future With-Action Condition

In the future With-Action condition, the Applicants would carry out the Proposed Development as described in detail above, introducing 12 buildings with a total of approximately 1,969,297 gsf and 2,035 DUs at the Fulton Park Site and HPD Site.

Increment for Analysis

The program details under No-Action condition, With-Action condition, and increments over the No-Action condition for the Proposed Project are presented in **Photo 1-0Table 1**.

Table 1 Future No-Action and With-Action Comparison

	Existing Conditions	No-Action Condition	With-Action Condition	Increment
Fulton Park Site				
Residential GSF	235,522	235,522	1,594,502	1,358,980
Total DUs	209	209	1,684	1,475
Section 8 DUs	209	209	209	0
MIH DUs[1]	0	0	337 to 505	337 to 505
Community Facility GSF	0	0	20,900	20,900
Commercial GSF	0	0	20,900	20,900
Parking Spaces	45	45	45	0
Total FAR	0.80	0.80	5.54	4.84
HPD Site				
Residential GSF	0	0	315,275	315,275
Total DUs	0	0	351	351
HPD Affordable DUs	0	0	351	351
Community Facility GSF	0	0	12,220	12,220
Other GSF[2]	0	0	5,500	5,500
Total FAR	0.00	0.00	7.20	7.20
Project Area Total				
Residential GSF	235,522	235,522	1,909,777	1,674,255
Total DUs	209	209	2,035	1,826
Section 8 DUs	209	209	209	0
MIH DUs	0	0	337 to 505	337 to 505
HPD Affordable DUs	0	0	351	351
Community Facility GSF	0	0	33,120	33,120
Commercial GSF	0	0	20,900	20,900
Other GSF[2]	0	0	5,500	5,500
Parking Spaces	45	45	45	0
Total GSF	235,522	235,522	1,969,297	1,733,775

[1] Includes Section 8 units. Actual number of MIH units will depend on the MIH Option selected during public review. This would range from 20 percent of units under Option 3 to 30 percent of units under Option 2. The Applicant intends to pursue Option 1 which would result in 421 MIH DUs.

[2] 5,500 gsf of bicycle storage space will be provided at the HPD Site

Proposed Scope of Work for the DEIS

The Draft EIS will be prepared in conformance with all applicable laws and regulations, including NEPA (40 CFR parts 1500 through 1508 and Title 24 CFR part 58),[6] SEQRA (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

As described previously, the environmental review process provides a means for City, State, and Federal Agencies with technical expertise to systematically consider environmental effects along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts. The environmental review is intended to conform to both CEQR and NEPA standards and the analyses use the more stringent technical requirements applicable, or both where different standards apply and one is not more stringent than the other. Federal, city and state requirements and guidance have considerable overlap and generally for HUD-NEPA reviews, local guidance can be followed in terms of analysis methodologies. As such, the *2025 CEQR Technical Manual* will be used as a guidance document for analysis methodology and impact determination, but where there is additional or different HUD-NEPA requirements these also will be addressed. In addition, where HUD-NEPA analysis methodologies and/or impact determinations are more stringent, such methodologies and/or impact determination standards will be used in place of the CEQR Technical Manual.

The EIS, following the guidance of the *CEQR Technical Manual*, will contain:

- A description of the proposed discretionary actions, the Proposed Development, the RWCDS, and its environmental setting;
- An analysis of the potential of the Proposed Actions to result in significant adverse impacts in a range of environmental categories, comparing conditions with the Proposed Actions in the proposed build year against conditions that would exist in the absence of the Proposed Actions;
- A statement of the potential significant adverse environmental impacts of the Proposed Actions;
- A description of feasible mitigation measures that would eliminate or minimize adverse environmental impacts;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented because mitigation is not practicable;
- A discussion of alternatives to the Proposed Actions; and
- A discussion of any irreversible and irretrievable commitments of resources to develop the project.

As noted, the EIS will analyze the Proposed Development for all technical areas of concern. The specific technical areas to be included in the EIS were identified in the EAS dated January 20, 2026. The EAS identified the following technical areas as having the potential to result in significant adverse impacts, and therefore warranting additional analysis in the EIS: land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic and cultural resources; urban design and visual resources; hazardous materials; water and sewer

[6] Title 24 CFR part 58 lays out the Environmental Review Procedures for Entities Assuming HUD Environmental Responsibilities.

infrastructure; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction.

As discussed in the **Environmental Assessment Statement (EAS) Part II: Supplemental Analysis**, the Proposed Actions would not have the potential to result in significant adverse impacts to natural resources, solid waste and sanitation and services, or energy. The Development Sites are not located immediately adjacent to any natural resources, nor would the Proposed Actions have the potential to result in significant adverse impacts to natural resources. The Proposed Actions would not have the potential to result in significant adverse impacts to solid waste and sanitation services as they would not cause a substantial increase in solid waste production that would overburden available waste management capacity or otherwise be inconsistent with the Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. Finally, the Proposed Actions would not significantly affect the transmission or generation of energy and as such further analysis of energy is not warranted. Accordingly, these technical areas will not be analyzed in the EIS.

The first step in preparing the EIS is the preparation of a DSOW and public scoping process. Scoping is the process of focusing the environmental impact analysis on the key issues that are to be studied in the EIS. The proposed scope of work for each technical area to be analyzed in the EIS follows. The scope of work and the proposed impact assessment criteria below are based on the methodologies and guidance set forth in the *CEQR Technical Manual*.

Task 1: Project Description

As the first chapter of the EIS, the Project Description introduces the reader to the Proposed Actions and sets the context in which to assess impacts. This chapter will contain a description of the Project Area and Proposed Developments: their location; the background and/or history of the projects; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a description of the Proposed Actions including discretionary and ministerial actions; and a discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter gives the public and City/State stakeholders a base from which to evaluate the Proposed Actions. In addition, the project description chapter will present the framework for the analysis of the environmental impacts of the Proposed Actions and identify the analysis year and anticipated construction timeline.

Task 2: Land Use, Zoning, and Public Policy

This chapter analyzes the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies in the *CEQR Technical Manual*. A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project, describes the zoning controls and public policies that guide development, and determines whether a proposed project is compatible with an area's land use patterns and trends or may alter them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies.

The primary land use study area will consist of the Project Area, where the potential effects of the Proposed Actions would be directly experienced, as well as within neighboring areas within approximately 400 feet of the perimeter of the Project Area, accounting for natural boundaries and land use patterns and trends (see **Figure 5**). The analysis will include the following subtasks:

- Provide a description of land use, zoning, and public policy in the study area under current conditions. Recent trends in the study area will be noted. Other public policies that apply to the study area will also be described.
- Based on field surveys and prior studies, identify, describe, and graphically portray current land use patterns in the study area. Describe the study area's development history and recent land use trends and identify major factors influencing the area's land use trends.
- Describe and map existing zoning (see **Figure 6**) and any recent zoning actions in the study area. Prepare a list of future development projects in the study area that are expected to be constructed by the analysis year. Also, identify pending or known proposed zoning actions or other public policies that could affect land use in the study area. Based on these planned projects and initiatives, assess future land use and zoning conditions in the future without the Proposed Actions (No-Action condition).
- Describe proposed land use changes that would occur with the Proposed Actions based on the With-Action condition.
- Discuss the potential effects of the Proposed Actions related to issues of compatibility with surrounding land use, zoning, and other public policies, and the effect of the Proposed Actions on ongoing development trends in the study area.
- Assess the Proposed Actions' conformity to the City's goals, including consistency with the City's housing goals as outlined in *Housing Our Neighbors: A Blueprint for Housing and Homelessness, OneNYC 2050, and Where We Live NYC/Fair Housing Together Plan,* and any other relevant public policies in Brooklyn such as *the Fulton Park Urban Renewal Plan* and *2020 Bedford-Stuyvesant Housing Plan*
- If significant adverse impacts are identified, identify feasible mitigation measures, if any, to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts.

Figure 5 Land Use Map

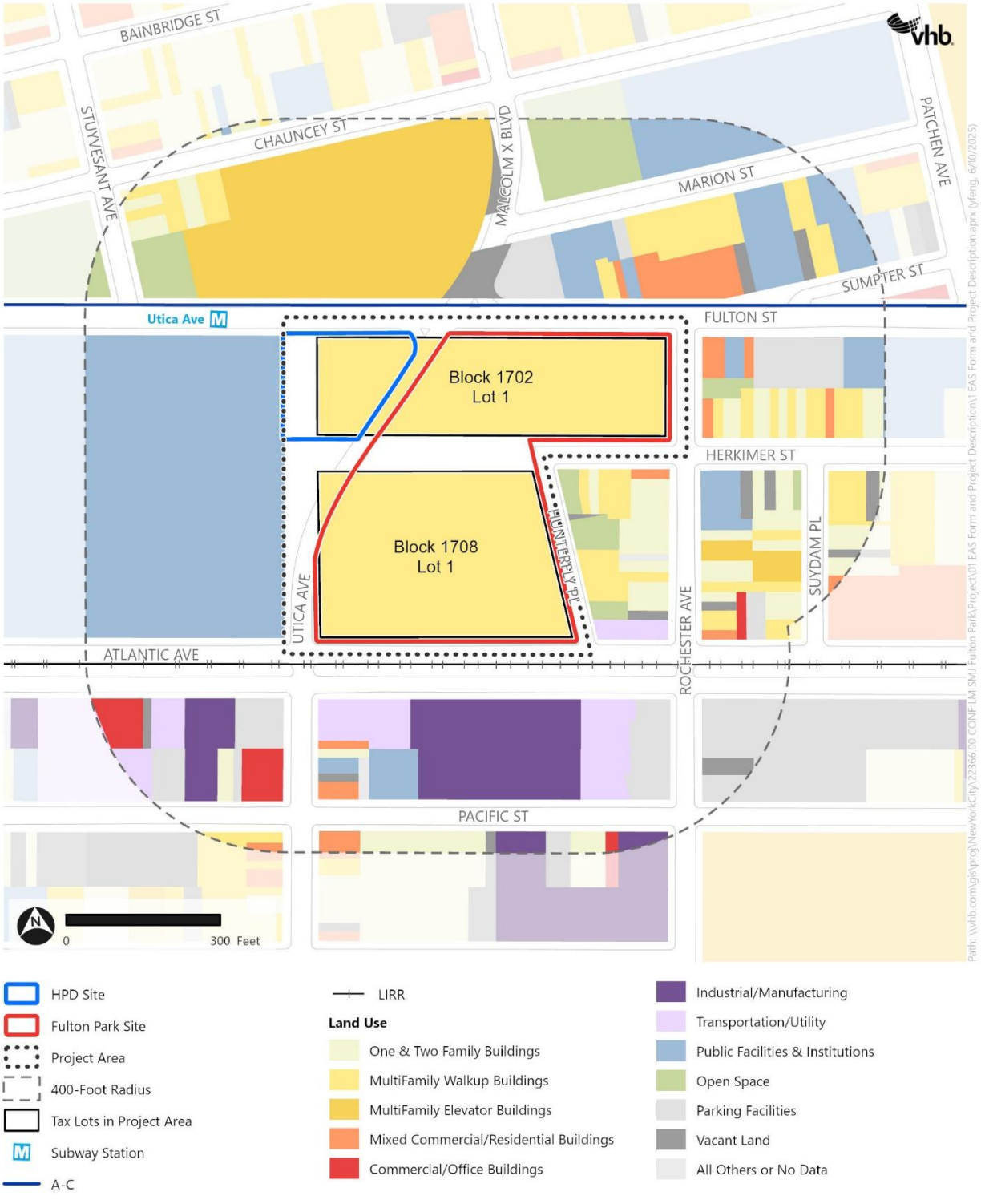
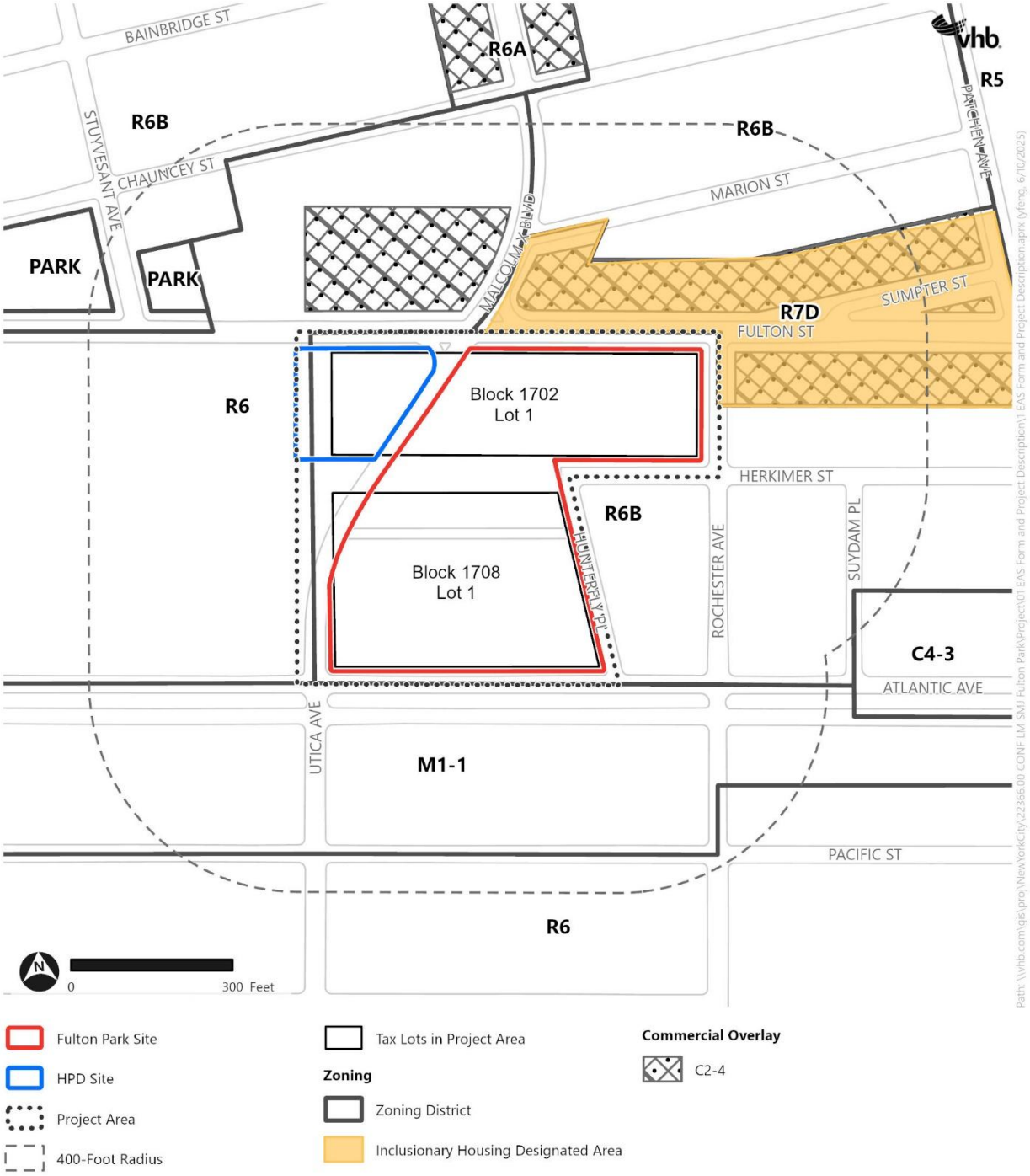


Figure 6 Existing Zoning Map



Task 3: Socioeconomic Conditions

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area.

According to the *CEQR Technical Manual*, the five principal issues of concern with respect to socioeconomic conditions are whether a proposed project would result in significant impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement and (5) adverse effects on a specific industry. As discussed in the **EAS Part II: Supplemental Analysis**, the Proposed Actions would not result in development exceeding the *CEQR Technical Manual* thresholds warranting analysis of direct residential displacement, direct business displacement, indirect business displacement due to increased rents or retail market saturation, or adverse effects on specific industries. Replacement Building A would be built in the vacant area of the Fulton Park Site prior to the demolition of any existing buildings to allow the existing housing units to be relocated directly to Replacement Building A. As a result, no current residents in the 209 HAP DUs would be either temporary or permanently displaced.

However, the Proposed Actions would result in the addition of 1,826 DU over existing conditions, exceeding the 250-unit threshold for preliminary assessment of potential indirect residential displacement. Therefore, an assessment of potential indirect residential displacement is warranted and the scope of work for this analysis is described below.

Indirect Residential Displacement

The concern with respect to indirect residential displacement is whether the Proposed Actions—by introducing a substantial new development that is markedly different from existing uses, development, and activities within the neighborhood—could lead to increases in property values, and thus rents, making it more difficult for some residents to afford their homes. The objective of the indirect residential displacement assessment is to determine whether the Proposed Actions would either introduce a trend or accelerate a trend of change in socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change.

The indirect residential displacement analysis will use the most recent available U.S. Census data, as well as current real estate market data, to present demographic and residential market trends and conditions within a quarter-mile study area (or a half-mile study area if the Proposed Actions would add a substantial residential population to the quarter-mile study area). This information will include population estimates, housing tenure and vacancy status, median housing value and rent, median household income, and a discussion of rent-protected housing. The preliminary assessment will consist of a step-by-step evaluation, as described in the *CEQR Technical Manual*, to determine whether the Proposed Actions would add substantial new population with higher incomes as compared with the income of the study area population and evaluate whether the study area has already experienced a readily observable trend toward increasing rents.

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

- Determine if the project's increase in population is large enough relative to the size of the population expected to reside in the study area without the project to affect real estate market conditions in the study area.
- Determine if the Proposed Actions would add new population with higher average incomes compared to the average incomes of the existing populations and any new population expected to reside in the study area without the project.
- Consider whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends.

If the preliminary assessment identifies the potential for the Proposed Actions to introduce a trend of change in socioeconomic conditions, a detailed analyses will be conducted in accordance with the *CEQR Technical Manual*.

Task 4: Community Facilities and Services

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from the Proposed Actions. New workers tend to create limited demands for community facilities and services, while new residents create more substantial and permanent demands.

As described in the **EAS Part II: Supplemental Analysis**, analysis of direct effects on community facilities is not warranted nor is an analysis of indirect impacts on high schools or police, fire, and healthcare services. Because of the incremental increase in residential DUs, the Proposed Actions would warrant a detailed analysis of libraries (see **Libraries**, below), early childhood programs (see **Early Childhood Programs**, below), and elementary and intermediate schools (see **Public Schools** below).

Public Schools

The Proposed Actions would facilitate development that would exceed the thresholds for analyses of elementary/intermediate schools, and detailed analyses of elementary/intermediate schools will be included in the EIS. The analysis will include the following:

- The Project Area is located within Community School District (CSD) 16, Sub-district 1, which will serve as the study are for the analysis of elementary schools and intermediate schools.
- Public elementary and intermediate schools serving CSD 16, Sub-district 1 will be identified and located. Existing capacity, enrollment, and utilization data for public elementary/ intermediate schools within the affected sub-district will be provided for the current (or most recent) school year, noting any specific shortages of school capacity using information from the New York City DOE.
- Conditions that would exist in the No-Action condition for the sub-district will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-district, using the NYC School Construction Authority's (SCA) *Projected New Housing Starts*. Plans to alter school capacity either through administrative actions on the part of the DOE or as a result of the construction of new school space prior to the 2036 analysis year will also be identified and incorporated into the analyses. Planned new capacity projects from the DOE's *2025-2029 Five Year Capital Plan* may be included in the quantitative analysis per consultation with SCA and DCP or in a qualitative discussion.
- With-Action conditions will be analyzed, adding students likely to be generated by the Proposed Actions to the projections for the No-Action condition. Impacts will be assessed based on the

difference between the With-Action projections and the No-Action projections at the sub-district level for elementary and intermediate school students, for enrollment, capacity, and utilization in 2036, using the latest year available in SCA's projections.

- A determination of whether the Proposed Actions would result in significant adverse impacts to public schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in a collective utilization rate of elementary and intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition and 100 or more new students generated from the proposed development past the 100 percent utilization rate. If impacts are identified, further analysis would be required to determine the number of dwelling units that may be constructed before a significant adverse impact would occur. If significant adverse impacts are identified, feasible mitigation measures (if any) will be identified to avoid or reduce these impacts.

Early Childhood Programs

As discussed above, a detailed analysis of publicly funded early childhood programs will be included in the EIS. The analysis will include the following:

- Existing publicly funded group childcare facilities will be identified within approximately 1.5 miles of the Project Area.
- Using DOE data obtained via DCP, each facility will be described in terms of its location, number of slots (capacity), and existing enrollment.
- Any expected increases by the analysis year in the population of children under age six within the eligibility income limitations for publicly funded childcare services, based on CEQR methodology, will be assessed for the No-Action condition. This information will be used to determine the projected capacity or resulting deficiency in childcare "slots" and the utilization rate for the study area.
- The With-Action demand will be calculated by adding the estimated number of eligible children generated by the Proposed Actions to the projected No-Action demand and calculating the effect on the number and utilization rate of childcare slots. This calculation will take into account the childcare facilities proposed as part of the project.
- The significance of the effects of the Proposed Actions will be assessed in accordance with *CEQR Technical Manual*. A significant adverse impact may result if the With-Action condition would result in a collective childcare/Head Start utilization rate of 100 percent or more, and an increase of five percent or more in utilization rate between the No-Action and With-Action conditions.

Libraries

The libraries analysis will start by identifying local public library branches within the borough of Brooklyn that serve the area within approximately ¾-mile of the Project Area, which is the distance that one might be expected to travel for such services. Then the analysis will describe their respective information services, and their user population, as well as information on the services provided, levels of utilization, and branch holdings of books and other media. An estimate of holdings per resident will then be calculated for the No-Action condition, based on future population in the study area and anticipated growth in the library system. Impacts will be assessed by adding the project-generated population to the No-Action population and determining the project's effects on the library's ability to provide information services to its users based on change in holdings per resident compared to the

No-Action condition. Per *CEQR Technical Manual* guidance, if the Proposed Actions would increase a branch library's three-quarter-mile study area population by five percent or more over the No-Action condition, and it is determined, in consultation with the Brooklyn Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation. If significant adverse impacts are identified, feasible mitigation measures (if any) will be explored to avoid or reduce these impacts. Typical mitigation measures, if needed, may consist of adding volumes if adequate space within the library branch exists, adding building space to accommodate more users, or creating programs to accommodate new users.

Task 5: Open Space

According to the *CEQR Technical Manual*, a proposed project warrants an open space assessment if it would directly or indirectly affect open space on or surrounding a project site. A proposed project would directly affect open space conditions if it causes the loss of public open space, changes the use of an open space so that it no longer serves the same user population, limits public access to an open space, or results in increased noise or air pollutant emissions, odors, or shadows that would temporarily or permanently affect the usefulness of a public space. A project would have an indirect effect on open space through increasing worker or resident population size and therefore overtaxing existing open space access through an increase in population.

As described in the **EAS Part II: Supplemental Analysis**, the Proposed Actions would not result in the elimination or modification of any existing publicly accessible open spaces. Therefore, an analysis of direct effects on open space is not warranted.

An assessment of indirect effects on open space is warranted if the Proposed Actions would generate more than 250 incremental residential units (in a medium- or high-density residential district) or 500 non-residents. A detailed open space analysis is necessary if the project would introduce a large population in an area with a limited amount of open space available for public use. As described in the **EAS Part II: Supplemental Analysis**, the Proposed Actions would generate approximately 1,826 incremental units and 235 incremental workers under With-Action condition. Therefore, an assessment of indirect residential open space will be provided in the EIS.

The open space analysis will consider active and passive open space resources. Active, passive, and total open space ratios will be assessed in the residential study area which generally comprise those census tracts that have 50 percent or more of their area located within a half-mile radius of the Project Area, as recommended in the *CEQR Technical Manual*. The detailed analysis would consist of the following subtasks:

- Identify and describe study area open spaces through data collection and site visits to determine types of facilities, utilization levels, accessibility, and current conditions.
- Use the data gathered to assess the adequacy of the existing open space relative to the needs of study area users. This would include a quantitative and qualitative assessment that involves calculating active, passive, and total open space ratios for residential users in the half-mile study area; considering the effects of air quality, noise, shadows, access, and safety during the construction on the usability of existing open spaces; and considering other data, including facility condition, utilization levels, and other factors that may encourage or deter park use.
- Assess the adequacy of open space for No-Action and With-Action conditions, taking into account expected future changes in open space residential populations within the half-mile residential study area.

› Assess the availability of particular types of open space for residential population. In conducting this assessment, the analysis focuses on where shortfalls in open space exist now (or in the future), to identify whether the shortfalls are a result of the project.

The significance of a project's effects on an area's open spaces is determined using both qualitative and quantitative factors, as compared to the No-Action condition. As discussed below, the determination of significance is based upon the context of a project, including its location, the quality and quantity of the open space in the future With-Action condition, and the types of open space provided by the project. If the Proposed Actions would result in a significant adverse impact (e.g., would significantly increase shadows, noise, or air pollutant emissions or would reduce the open space ratio by more than the guidelines in *CEQR Technical Manual,* etc), potential on-or off-site mitigation would be identified and assessed.

Task 6: Shadows

A shadows analysis assesses whether new building mass resulting from the Proposed Actions would cast shadows on sunlight-sensitive publicly accessible resources or other resources of concern, such as natural resources, and evaluates the significance of their impact. According to the *CEQR Technical Manual*, the potential for shadow impacts exists if a project would result in:

› With-action structures of 250 feet or more

› With-action structures of between 50 and 250 feet located adjacent to, within, or across the street from a sunlight-sensitive resource;

› Greater than 50 feet of incremental height change or substantial changes in bulk (i.e. a wider with-action building envelope than the no-action building).

The Proposed Actions would enable the development of structures greater than 50 feet in height in the Project Area which is located across the street from several community gardens: Seasons of Vision Garden, A Better Community Garden, and Garden of Life. Therefore, a shadows assessment will be provided to determine how the project-generated shadow might affect any sunlight-sensitive resources. The shadows analysis will start with the Tier 1 through Tier 3 screening assessments to identify whether shadows cast by the Proposed Development could reach any sunlight-sensitive resources at any time of year and, if so, whether the incremental shadow would be likely to cause a significant adverse impact on the resource.

› A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the RWCDS, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice). A base map that illustrates the location of the project site in relation to the sunlight-sensitive resources and displays topographic information will be developed.

› A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the areas that cannot be shaded by projected developments, which in New York City is the area that lies beyond 108 degrees either side of true north from the southern-most portion of the project area.

› If any portion of a sunlight-sensitive resource is within the area that could be potentially shadowed by the RWCDS massing, a Tier 3 Screening Assessment will be conducted to determine if shadows from the RWCDS massings can, in absence of intervening buildings, reach a sunlight-sensitive resource on December 21 (the winter solstice), March 21/August 21 (the

spring/fall equinox), May 6 (half-way between the equinoxes and the summer solstice), or June 21 (the summer solstice). The projected shadow will be modeled with a three-dimensional computer modeling software with the capacity to accurately calculate sun angles and shadows that could be cast by the proposed buildings to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions. A summary table could list the shadow entry and exit times for each sunlight sensitive resource on each representative analysis day that could occur on the representative analysis days in the absence of intervening buildings.

If the Tier 1 through Tier 3 screening assessments indicate the need for a detailed shadows analysis, the EIS will include an analysis that accounts for shadow from existing buildings. The detailed shadows analysis would include the following subtasks:

- The baseline condition (No-Action Condition) would be established through the use of a three-dimensional (3D) modeling program (Rhino) that accounts for the No-Action shadows condition. The No-Action shadows condition would be compared to the future shadows conditions that could result from the Proposed Actions. The analysis would illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow projected to be cast by the RWCDS massings.
- The detailed analysis would be documented with graphics comparing No-Action and With-Action shadows on sunlight-sensitive resources that warrant detailed analysis. Graphics will illustrate the shadows that result in the No-Action condition and the shadows projected to result in the With-Action condition, with incremental shadow outlined in a contrasting color. A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource would be provided.
- The significance of any shadow impacts on sunlight-sensitive resources will be assessed. If any significant adverse shadow impacts are identified, mitigation strategies will be identified and assessed.

Task 7: Historic and Cultural Resources

Historic and cultural resources include both archaeological and architectural resources. Such resources are identified as district, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Historic or cultural resources are New York City Landmarks (NYCLs) designated by the New York City Landmarks Preservation Commission (LPC); properties considered eligible or calendared for consideration by LPC (NYCL-eligible); properties listed on or determined eligible for the State/National Register of Historic Places (S/NR-listed or S/NR-eligible) or contained within a district (S/NR-district) listed on or determined eligible for S/NR listing; properties recommended by the New York State Historic Preservation Office (SHPO) within the Office of Parks, Recreation and Historic Preservation (OPRHP) for listing on the S/NR; National Historic Landmarks (NHLs), and properties not identified by one of the programs or agencies listed above, but that meet their eligibility requirements.

As discussed in the **EAS Part II: Supplemental Analysis**, LPC confirmed in letters dated June 18, 2024 and September 26, 2025 that the Project Area does not have any archaeological significance (see **Appendix A**). Therefore, the analysis will focus on the potential for the Proposed Actions to affect architectural resources based on *CEQR Technical Manual* guidance.

Architectural Resources

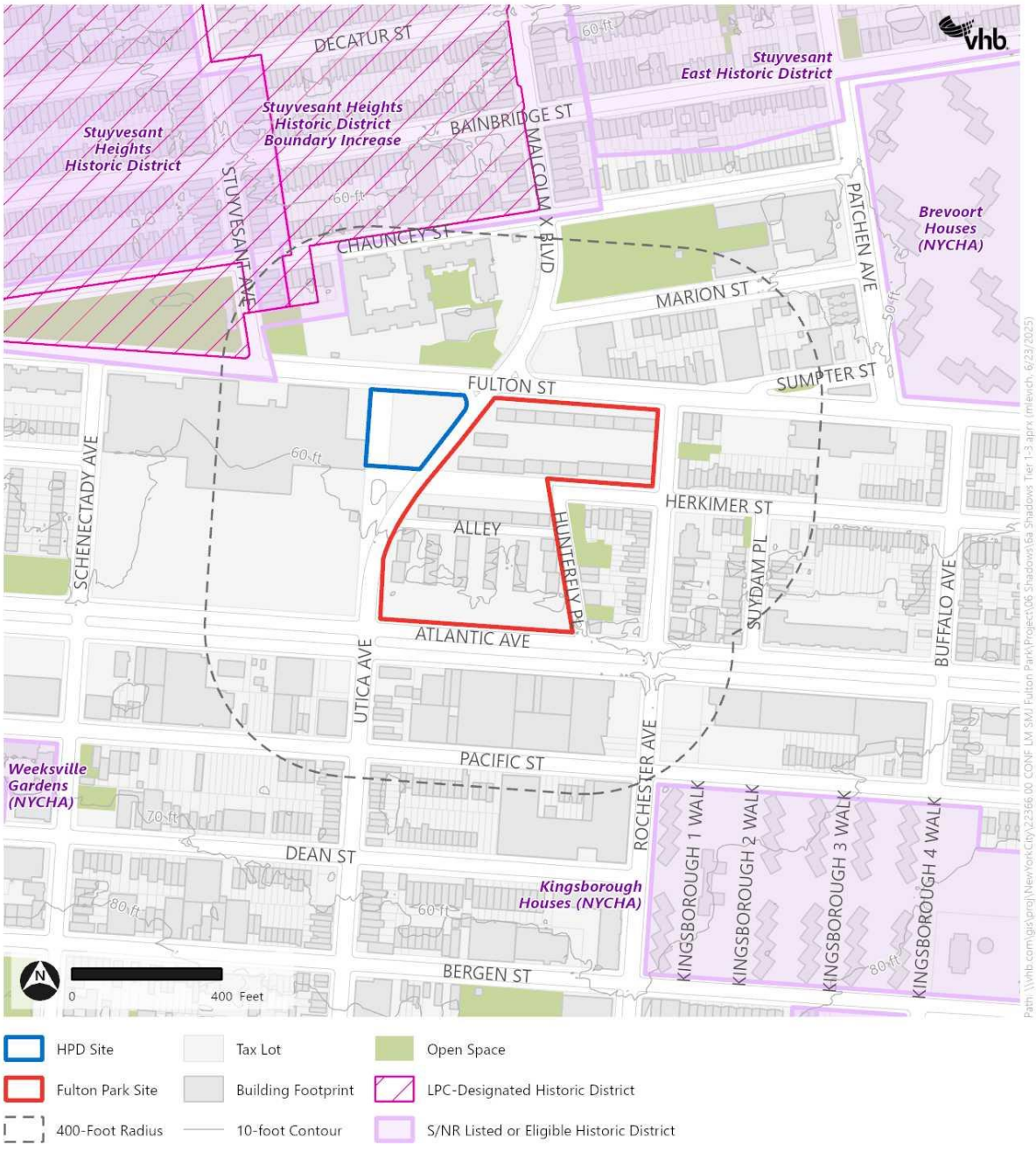
The 400-foot study area includes portions of the Stuyvesant Heights Historic District, which is an LPC-designated and S/NR-listed historic district, and the Bedford Stuyvesant/Expanded Stuyvesant Heights, which is an LPC-designated and S/NR-eligible historic district (see **Figure 7**). Additionally, there is the potential for new resources to be identified during the public review process. Architectural resources may be indirectly affected through visual and contextual changes. As such, an assessment of the Proposed Actions' potential to result in visual and contextual effects on architectural resources is warranted and will be included in the EIS.

Consistent with the *CEQR Technical Manual*, the historic and cultural resources analysis will include the following tasks:

- Provide an overview of the study area's history and land development.
- In consultation with LPC and consistent with the guidance of the *CEQR Technical Manual,* designated architectural resources will be identified in the study area and include: NYCLs, Interior Landmarks, Scenic Landmarks, New York City Historic Districts (NYCHDs); resources calendared for consideration as one of the above by LPC; S/NR-listed or S/NR-eligible resources, or contained within a district listed on or formally determined eligible for listing on the S/NR; resources recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks.
- Conduct a field survey of the study area to identify any properties that may meet S/NR and/or NYCL eligibility criteria but have not been designated (potential architectural resources). The field survey will be supplemented with research at relevant repositories and online sources as warranted, and information will be provided to LPC for review and determinations of significance.
- Assess the potential impacts of the Proposed Development on any identified architectural resources, including visual and contextual changes as well as any direct physical impacts. Potential impacts will be evaluated through a comparison of the future No-Action condition and future With-Action condition, and a determination made as to whether any change would alter or eliminate the significant characteristics of the resource that make it important.
- If necessary, measures to avoid, minimize, or mitigate potential significant adverse impacts will be identified in consultation with LPC.

NEPA requires the consideration of potential impacts to historic resources in conformance with the National Historic Preservation Act of 1966 (NHPA). The NHPA requires federal agencies to take into account the effects of their undertakings on historic properties. This process, commonly referred to as Section 106 review, provides for review of any federally licensed, financed, or assisted undertaking. Initial consultation with SHPO will be conducted using information gathered as part of the CEQR process, and additional research will be performed in the event that SHPO identifies any properties on or adjacent to the Project Area as properties that are listed on or eligible for the National Register.

Figure 7 Historic Resources Map



Source: NYC DCP (2024); NYC Parks (2024); NYC LPC (2024); NYC OPRHP (2024)

Task 8: Urban Design and Visual Resources

Urban design is the totality of components that may affect a pedestrian's experience of public space. An assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. The Proposed Actions would facilitate development at a density and bulk that would not be permitted under the No-Action condition, affecting an area larger than 1.5 acres. Therefore, the Proposed Development is expected to result in a physical change to the streetscape that will change the pedestrian experience, and an assessment of urban design and visual resources will be provided in the EIS.

The preliminary assessment will determine whether the development under the With-Action condition would create a change to the pedestrian experience that is sufficiently significant to require greater explanation and further study. Because of the amount and scale of development in the Proposed Development and the fact that it would substantially alter the streetscape by noticeably changing the scale of the buildings and site circulation and connectivity, it is anticipated that a detailed analysis of these changes will be warranted.

The significance of any impacts will be determined by considering the degree to which the Proposed Development will change the built environment's arrangement, appearance, or functionality and whether the change would negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

Task 9: Natural Resources

NEPA requires consideration of potential impacts to natural resources, including species protected under Section 7 of the Endangered Species Act. An Informal Biological Assessment (IBA) will be conducted for the Project Area to determine if the Proposed Actions have the potential to result in impacts to listed species. The IBA will consist of a desktop review of existing United States Fish and Wildlife Service (USFWS) and New York Natural Heritage Program records for federal and New York State listed species in the vicinity of the Project Area. A field survey of the development site will be performed by an Ecological Society of America Certified Ecologist, to assess existing ecological conditions and the potential for listed species to be present. The IBA will further include an assessment of potential for the Proposed Actions to result in impacts to listed species. The methods, results, and conclusions of the IBA will be summarized in the EIS, with relevant supporting information appended.

The Project Area is not located in the current or projected future Federal Emergency Management Agency (FEMA) floodplain; therefore, a coastal barrier analysis is not warranted. Similarly, the Project Area is not located within the Jamaica Bay watershed; therefore, a Jamaica Bay Watershed Plan consistency assessment is not warranted.

According to the *CEQR Technical Manual,* an assessment of natural resources under CEQR may be appropriate if a natural resource is present on or near a project site, and if a project would disturb such a resource. While there are no known natural resources located on or near the Project Area, any such resources identified in the IBA will be assessed using *CEQR Technical Manual* methodology.

Task 10: Hazardous Materials

A hazardous materials assessment determines whether the Proposed Actions may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources. The presence or likely presence of any hazardous substance or petroleum products on a site under conditions that indicate an existing release, past release, or a material threat of release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property is known as a Recognized Environmental Condition (REC), which must be disclosed under CEQR.

The EIS hazardous materials section will include a summary of a Phase I Environmental Site Assessment (ESA), which will be reviewed by the NYC Department of Environmental Protection (DEP).

The Phase I ESA findings will inform whether conditions exist at the Development Site that warrant further investigation. The EIS chapter will include a discussion of the Proposed Actions' potential to result in significant adverse hazardous materials impacts. If necessary, it will also describe any additional testing, remediation, or other institutional controls required to avoid such impacts.

The Explosive and Flammable Hazards Partner Worksheet will be completed as required by HUD. The information provided in the Phase I ESA and available online NYSDEC resources will be used to obtain an inventory of registered aboveground petroleum storage tanks (ASTs) located within 1,000 feet of the Project Area. The Explosive and Flammable Hazards worksheet (Form OMB No. 2506-0177) will be completed with supplemental figures and other supporting documentation relating to the desktop survey. If any explosive or flammable hazards are found within 1,000 feet that require further investigation, a Full Explosion Hazard Assessment Report will be prepared.

Task 11: Water and Sewer Infrastructure

As outlined in the *CEQR Technical Manual*, this section of the EIS assesses whether the Proposed Actions have the potential to adversely affect the City's water distribution or sewer system and, if so, whether those impacts are significant. As described in the EAS, the With-Action condition is not expected to exceed the threshold of 1 million gallons per day that would warrant a preliminary infrastructure assessment of water supply. Therefore, an analysis of water supply will not be provided in the EIS. However, the EIS will disclose the water demand for the With-Action condition in terms of domestic water and air conditioning.

With regard to wastewater and stormwater conveyance, the *CEQR Technical Manual* states that a preliminary infrastructure analysis would be needed if a project that is located in a combined sewer area within Brooklyn would result in incremental development over the No-Action condition of more than 400 residential units or 150,000 sf of commercial, public facility, and institution and/or community facility space. The Proposed Actions would involve the incremental development of up to 1,826 residential units. Therefore, a preliminary infrastructure assessment for wastewater and stormwater conveyance and treatment.

The preliminary infrastructure assessment will:

- Identify the existing wastewater and stormwater conveyance systems and treatment facilities in the study area.
- Determine existing and future wastewater flows from the site, using Table 13-2 in the *CEQR Technical Manual*, and evaluate the incremental effect of wastewater flows from the Proposed Development on the capacity of conveyance facilities and the Waste Water Recovery Facilities (WRRF).
- Evaluate stormwater drainage patterns, anticipated changes in volumes, and runoff rates using available data from DEP and considering future conditions. The Proposed Development will need to be in conformance with DEP requirements, including the unified stormwater rule. The analysis will identify best management practices (BMPs) to be incorporated into the Proposed Development to manage stormwater runoff.

If the preliminary infrastructure assessment indicates that discharges from the Proposed Development would impact sewer system capacity or increase pollutant loadings in stormwater, a detailed assessment would be required in accordance with Chapter 13 of the *CEQR Technical Manual*. If significant adverse impacts are identified, potential mitigation strategies would be assessed to reduce or eliminate, to the greatest extent practicable, the effects caused by the Proposed Actions.

Task 12: Transportation

The objective of a transportation analysis is to determine whether a proposed action may have the potential to result in a significant impact (per the *CEQR Technical Manual* criteria) on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, safety of all roadway users (pedestrians, bicyclists, and vehicles), on- and off-street parking, or goods movement, and evaluate the ability of transportation system improvements to mitigate those impacts. The Proposed Actions facilitate the construction of 12 buildings including a mix of residential, community facility, and commercial retail uses. Two out of the twelve buildings (Replacement Buildings A and B) would be replacement housing the existing housing units. The other ten new buildings (Buildings 1 through 10) would generate additional vehicular travel, additional subway and bus riders, and pedestrian traffic. These new trips would have the potential to affect the area's transportation systems. Therefore, the transportation analyses of the EIS will include the subtasks outlined below.

Travel Demand Analysis

A Travel Demand Analysis will be conducted to determine the magnitude of project-generated trips and provide the framework for the Transportation analysis. Trip generation projections will be developed by travel mode for each of the land uses in the With-Action condition using trip generation rates, temporal distributions, modal splits, average vehicle occupancies, and in/out splits published in the *CEQR Technical Manual*, previously approved EISs or EASs, U.S. Census data, New York City Department of Transportation (NYCDOT) travel demand surveys and other professional reference materials such as the *ITE Trip Generation* publication. The trip generation projections will be performed for the weekday AM, midday, PM, and Saturday peak periods.

A Level 1 screening assessment will be prepared to determine if the With-Action condition would generate vehicle, transit, and/or pedestrian trip levels that would exceed the screening thresholds

outlined in the *CEQR Technical Manual*. The Level 1 screening assessment will disclose projected peak hour person trips, vehicle trips, transit and pedestrian trips for the analysis periods.

A Level 2 screening assessment will be prepared for vehicular, transit, and pedestrian trips under the With-Action condition. This will include the distribution and assignment of trips through the study area's roadway networks, subway and bus services, and pedestrian network, and the identification of the specific intersections, and subway, and bus that would require detailed quantitative analyses.

A Travel Demand Analysis (TDA) Technical Memorandum will be prepared that documents the planning assumptions providing the framework for the detailed analysis to be undertaken in the EIS and will be reviewed by and coordinated with NYCDOT and New York City Transit (NYCT).

Traffic

A detailed traffic analysis may be warranted based on the results of the TDA. The TDA Technical Memorandum will identify intersections along logical traffic routes to and from Project Area that will be analyzed during the peak hours, in consultation with the lead agency and NYCDOT. The existing traffic conditions for lane groups and intersection approaches analyzed will be expressed as volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service. The analysis will be conducted using the latest approved Synchro software.

Future No-Action traffic volumes will be developed using the annual background traffic growth rate cited in the *CEQR Technical Manual* plus vehicle traffic expected to be generated by the Project Area under the No-Action condition and by other significant development projects expected to be operational within the vicinity of the Project Area by the 2036 analysis year. Any proposed changes to the street network identified to occur by the analysis year will be incorporated into the traffic analyses. Future No-Action traffic conditions for the intersections being analyzed will be determined.

Future With-Action traffic volumes will be developed by adding project-generated vehicle traffic to the future No-Action traffic volumes. If any proposed changes to the street network are expected to occur in conjunction with the Proposed Project, they will be incorporated within the traffic analysis. Future With-Action traffic conditions for the intersections being analyzed will be determined and potential significant impacts will be identified pursuant to the guidelines published in the *CEQR Technical Manual*.

Pedestrians

Pedestrian analyses will be conducted for the peak hours analyzed in the TDA Technical Memorandum along key walking routes between the Project Area and subway stations, bus stops and other attractions in the study area. The analysis will focus on sidewalks, corner areas and crosswalks where project-generated pedestrian demand would be most concentrated during the peak analysis hours, based on the guidelines published in the *CEQR Technical Manual* and in consultation with the lead agency and NYCDOT

Future No-Action pedestrian volumes will be developed using the annual background pedestrian growth rate cited in the *CEQR Technical Manual* plus pedestrian trips to be generated by significant development projects expected to be operational near and in the Project Area by 2036 analysis year. Proposed changes to the street network identified to occur by the analysis year will be incorporated into the pedestrian analyses. Future No-Action pedestrian conditions for the elements analyzed will be determined.

Future With-Action pedestrian volumes will be developed by adding project-generated pedestrian increments to the future No-Action pedestrian volumes. Proposed changes to the street network as well as any sidewalk widening expected to occur in conjunction with the Proposed Project, if any, will be incorporated into the pedestrian analysis. Future With-Action pedestrian conditions for the elements analyzed will be determined and potential significant impacts will be identified based on the impact criteria published in the *CEQR Technical Manual*.

Transit

Subways

The subway routes and station serving the Project Area will be identified and described in the EIS. The A and C subway lines run along Fulton Street, and an entrance to the Utica Avenue station is located directly adjacent to the HPD Site. Subway station entrances are located on both the north and south sides of Fulton Street, west of Utica Avenue. If it is determined that project-generated subway trips would exceeds the *CEQR Technical Manual* thresholds for analysis (i.e., an increase of 200 or more subway riders at one station), further analysis of the subway station elements (i.e., stairways, fare control areas, escalators, etc.) will be undertaken consistent with the *CEQR Technical Manual* and in consultation with MTA/New York City Transit (NYCT) to determine the potential for significant adverse impacts. The anticipated scope of this analysis would include:

- Identifying the volume of patrons using the analysis subway station, based on information obtained from NYCT, as well as line-haul ridership data.
- Conducting pedestrian counts at the subway station elements and determining the levels of service at station elements during the weekday AM and PM commuter periods.
- Determining future No-Action and With-Action station volumes and utilization of the station elements analyzed, and whether there would be significant station impacts at the analysis locations under the With-Action conditions.

If the CEQR thresholds for analysis are exceeded on any individual subway route (i.e., an increase of 200 or more passengers on a single subway line), a line haul analysis of that route will be undertaken consistent with CEQR methodologies to determine the potential for significant adverse impacts based on the changes to the subway line load levels.

Buses

Key bus routes serving the Development Sites, which include the B25, B46, and B46-SBS, will be assessed to determine their potential for significant bus impacts. The bus routes will be identified and described in the EIS, including the location of nearby bus stops, hours of operation, and frequency of service. If the *CEQR Technical Manual* thresholds for analysis are exceeded on any individual bus route (i.e., an increase of 50 or more bus passengers on a single bus line in one direction), further analysis of that route will be undertaken consistent with *CEQR Technical Manua*l to determine the potential for significant adverse impacts.

Parking

Based on the trip generation rates and modal split estimates in the TDA memorandum, project-generated parking demand will be projected for each land use on an hourly basis for a weekday and Saturday for the existing, future No-Action, and future With-Action conditions. As stated in Table 1, a

total of approximately 45 parking spaces will be provided to replace existing parking at the Development Sites under the With-Action condition. Since no additional accessory parking will be provided, project-generated auto trips would need to park in nearby on-street parking areas and off-street parking facilities within the vicinity of the Development Sites; the available on- and off-street parking spaces within a quarter mile of the Development Sites will be assessed to determine if there is sufficient parking to accommodate the projects' demand.

Safety

This section of the EIS will include a review of vehicular and pedestrian crash data for the most recent three years of data for which NYCDOT has approved for use and a summary of the number and severity of crashes by year for each of the traffic study area intersections. The analysis will determine whether any of the analysis intersections are considered high crash locations based on *CEQR Technical Manual* criteria and will also assess whether traffic generated by the Proposed Actions would contribute materially to safety risks at such locations. The EIS will identify potential safety improvements, if warranted.

Task 13: Air Quality

The potential effects of mobile and stationary sources of air pollution associated with the Proposed Actions will be evaluated. Both mobile source and stationary source air quality analyses involve a multi-step process consisting of an initial screening, and then, if necessary, a detailed analysis.

General Conformity

To satisfy NEPA, a General Conformity analysis will be conducted to determine whether the Proposed Developmentis is subject to a General Conformity determination. Total annual emissions of all pollutants from project operations and construction occurring in Kings County will be estimated. Pollutants included in the General Conformity analysis will be selected based on the attainment status of the pollutant for Kings County. These estimates will be compared to the General Conformity *de minimis* criteria for Kings County.

Mobile Source Analysis

Intersection Analysis

Based on information from the traffic analysis that will be provided as part of **Task 10: Transportation**, a mobile source screening will be conducted to evaluate whether project-generated vehicle trips have the potential to exceed applicable thresholds defined in the *CEQR Technical Manual*. Should the project-generated vehicle trips exceed CEQR thresholds for a mobile source intersection analysis, a detailed mobile source analysis will be conducted at a worst-case intersection for either carbon monoxide (CO) or particulate matter (PM_{10} and $PM_{2.5}$) (or a combination of both pollutants) using the U.S. Environmental Protection Agency's (EPA's) MOVES4 and AERMOD emissions and dispersion models. It is assumed that all intersections affected by the project would meet the applicable thresholds if the worst-case intersection meets the applicable thresholds.

Parking Analysis

The project is anticipated to introduce a total of approximately 45 parking spaces in the With-Action and No-Action conditions for a total of 0 incremental spaces. Therefore, an analysis of parking emissions is not warranted.

Stationary Source Analyses

As discussed in EAS, the Proposed Actions do not warrant analyses of Large or Major sources.

HVAC and Hot Water Systems Analysis

It is assumed that the project's With-Action condition heating, ventilation, and air conditioning (HVAC) and hot water systems will be electrical. Therefore, an analysis of HVAC and hot water systems is not warranted. The FEIS and DEIS would include (E)-Designation language describing the requirements for use of electric power.

Industrial Source Analysis

A survey will be performed to identify the presence of permitted and unpermitted processing and/or light industrial facilities within 400 feet of the Development Site. A copy of the air permits for each of any identified facilities within the 400-foot study area will be requested from the DEP's Bureau of Environmental Compliance. In the event that any unpermitted sources are identified, a representative set of emissions will be utilized. Subsequently, the emissions from all permitted and unpermitted sites will be considered for analysis.

A cumulative air quality impact analysis will be performed for multiple industrial sources that emit the same air contaminants. Predicted concentrations of these compounds will be compared to NYSDEC DAR-1 guideline values for short-term guideline concentrations (SGC) and annual guideline concentrations (AGC) averaging periods for air toxic pollutants or the National Ambient Air Quality Standard (NAAQS) for particulate matter (PM_{10} and $PM_{2.5}$). Potential cumulative impacts of multiple air pollutants will also be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and the EPA's Unit Risk Factors for carcinogenic compounds. If violations of standards are predicted, measures to reduce pollutant levels to fall within the applicable guideline values will be examined.

Task 14: Greenhouse Gas Emissions and Climate Change

Development under the Proposed Actions would exceed the 350,000-square-foot threshold for greenhouse gas emissions assessment in the *CEQR Technical Manual*. Therefore, GHG emissions generated by project operations and project-related mobile sources will be quantified, and an assessment of the project's energy consumption and consistency with the City's established GHG reduction goal will be performed as part of the EIS. GHG emissions from construction will be assessed qualitatively. The chapter will discuss construction mitigation measures that reduce GHG emissions.

Task 15: Noise

Per the *CEQR Technical Manual*, a noise analysis is appropriate if an action would generate mobile or stationary sources of noise or would be located in an area with high ambient noise levels. Mobile

sources include vehicular traffic; stationary sources include playgrounds, rooftop equipment, such as emergency generators, cooling towers, and other mechanical equipment.

The noise analysis will consist of several components, as described below.

Ambient Noise Monitoring (Existing Conditions)

Noise measurements will be taken at representative locations to characterize existing noise conditions in the study area. This will include locations representative of the new receptors that would be introduced by the Proposed Actions and locations representative of receptors where the vehicle trips generated by the Proposed Actions would have the greatest potential to significantly increase ambient sound levels. In accordance with the *CEQR Technical Manual*, ambient noise measurements will be conducted for 20 minutes for the area where the roadway noise is the predominant noise source. Two extra noise meters would be placed facing Atlantic Avenue at close distance (lower level and elevated level), and one additional noise meter would be placed at far distance to document the hourly noise level for 24 hours as the site located within 1,500 feet of the existing elevated LIRR tracks.

In conjunction with the transportation analysis, noise monitoring will be conducted during the weekday morning, midday, afternoon, and Saturday midday peak periods. Spot traffic counts will be conducted during the sound measurements to allow the prediction of sound levels associated with the existing, No-Action, and With-Action traffic conditions analyzed in the transportation analysis.

Mobile Sources

A mobile source noise screening assessment will be conducted to determine if there is the potential for vehicular traffic generated by the Proposed Actions to result in a significant noise impact. Noise passenger car equivalent (PCE) values will be calculated for the existing, No-Action, and With-Action conditions at selected intersections based on the Transportation analysis described above. The analysis will follow the requirements of Section 332.1 of the *CEQR Technical Manual*.

If existing Noise PCEs calculated using traffic data counted during noise measurements differ significantly from the Noise PCEs estimated using existing-condition traffic data from the Transportation study at the same location, and traffic on the immediately adjacent roadway segment is the dominant source of noise, the difference between existing Noise PCEs will be examined further, and the measured noise levels may be invalidated requiring the measurement to be repeated until there are no longer significant difference between existing Noise PCEs or the measured noise levels to be adjusted.

If the mobile source screening determines that existing noise PCE values would be increased by 100 percent or more due to the Proposed Actions (which is equivalent to an increase of 3 dB[A] or more), a detailed analysis will be undertaken using the Federal Highway Administration's Traffic Noise Model or Cadna-A noise prediction software. The model results would be used to evaluate the potential for noise impacts and to analyze noise mitigation measures as appropriate.

Stationary Source Screening

The Proposed Actions may introduce some substantial stationary source noise generators, such as unenclosed cooling or ventilation equipment, loudspeaker systems, stationary diesel engines, or other similar types of uses. A qualitative assessment will be conducted to identify the types of

stationary sources that would be introduced by the Proposed Project, their general proximity to sensitive receptors, and the potential for noise impact. If specific stationary sources such as mechanical equipment are found to have the potential to cause noise impacts, a quantitative stationary source analysis will be conducted.

Building Attenuation Analysis

Building sound attenuation requirements will be evaluated to maintain acceptable interior noise conditions based on the ambient noise monitoring and impact assessment results. A summary table of window-wall attenuation requirements will be developed for each building location within the Development Sites in accordance with CEQR acceptable interior noise level requirements. If warranted, requirements will be established as part of the Proposed Project to ensure that appropriate measures are implemented to achieve the identified attenuation requirements.

Additionally, HUD requires noise assessments for residential developments that are within 1,500 feet of a railroad line, 1,000 feet of a major roadway with 10,000 annual average daily traffic or greater, and/or within 15 miles of airport. The noise assessment will consider both *CEQR Technical Manual* and *HUD Noise Standards* guidelines for assessing required sound attenuation.

Task 16: Public Health

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal the public health assessment is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects. According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. For the Proposed Actions, a preliminary public health assessment will consist of a summary of the Proposed Actions' potential to result in unmitigated significant adverse impacts in the areas of air quality, water quality, hazardous materials, and noise. If unmitigated significant adverse impacts are identified in any of these technical areas and the lead agency determines that a public health assessment is warranted, a detailed analysis will be provided for the specific technical area or areas.

Task 17: Neighborhood Character

The character of a neighborhood is the result of a combination of various contributing elements, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns and noise. The Neighborhood Character chapter will use information from other EIS chapters to help assess whether any identified significant adverse impacts in the areas of land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; or noise would have the potential to affect neighborhood character.

Based on an evaluation of impacts resulting from the Proposed Actions, in accordance with the above-mentioned impact areas, an assessment of neighborhood character will be prepared following *CEQR Technical Manual* methodologies. This analysis will consist of describing the predominant

factors that contribute to defining the character of the neighborhood within the study area for **Task 2: Land Use, Zoning and Public Policy**, summarizing changes in the character of the neighborhood that can be expected in the future No-Action condition, and evaluating the Proposed Actions' potential to affect the defining features of the neighborhood. If it is determined that the potential exists for the project to affect such features, a detailed assessment would be conducted. This assessment would involve gathering information through field visits, photographs, and other methods and predicting how the project would affect the key elements that define the study area's character.

Task 18: Construction

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The EIS will present the overall construction duration for the Proposed Project to determine the peak period for each phase of construction and provide information on the entities with governmental oversight for various aspects of construction. Information on how New York City regulates construction hours will be included in this chapter. Due to the size of the development, the construction of new buildings, and the length of the construction period (i.e., over two years), a detailed construction analysis will be required. Quantitative assessments will be prepared for transportation, air quality, and noise, as described below. Consistent with CEQR, the analysis will also assess the potential for construction-related activities to affect land use, neighborhood character, open space, historic and cultural resources, and hazardous materials.

Transportation

The construction transportation analysis assesses the potential for construction activities to result in significant adverse effects to traffic, transit (e.g., subway and bus), pedestrian elements (i.e., sidewalks, corners, and crosswalks), and parking conditions. The first step of the transportation assessment will be to develop the volume of traffic during peak hours that would be generated during the peak quarter (i.e., three-month period) of construction activity. This would include both construction worker trips made by auto and the volume of delivery trucks to and from the construction sites.

Once construction period trips are quantified, they will be assigned to the roadway network, and an assessment of their effects on the roadway network will be prepared. If the applicable CEQR threshold levels are exceeded, a quantitative analysis of traffic conditions will be conducted in accordance with the guidelines published in the *CEQR Technical Manual*. The Construction Traffic section will also describe whether curb parking lane closures or sidewalk closures are expected and estimate the number of construction workers likely to drive to the construction sites, the number of parking spaces needed, and the availability of on-site parking to accommodate the construction parking demand.

Air Quality

The construction air quality section will evaluate impacts from on-site construction emissions and off-site mobile source emissions that result from construction equipment, delivery trucks, fugitive dust, and worker vehicles.

Construction Air Quality Protocol

Construction air quality analysis procedures will be summarized in a construction air quality protocol, which will be reviewed by the lead agency. The construction air quality analysis will be conducted using the approach approved by the lead agency.

On-Site Detailed Dispersion Analysis

Air quality pollutant (CO, PM_{10}, $PM_{2.5}$, and nitrogen dioxide [NO_2]) concentrations from construction activities at the Development Site will be analyzed for the sensitive receptors nearby for the representative worst-case construction phase. Air pollutant sources include combustion exhaust associated with non-road construction equipment engines, trucks operating on-site, construction-generated traffic on local roadways, and onsite activities that generate fugitive dust from demolition and excavation phases. The potential for significant impacts will be determined by comparing predicted total concentrations to the NAAQS or applicable CEQR *de minimis* thresholds. Possible mitigation strategies, including best management practices (BMPs) and best available technologies (BATs) for emission control will be evaluated and described to reduce air pollutant emissions associated with the project's construction activities in accordance with the guidance published in the *CEQR Technical Manual*. In the event that emission control measures are proposed to be used during construction, such measures will be documented in the EIS and related documents as a Project Component Related to the Environment (PCRE).

Off-Site Mobile Source Analysis

A CEQR mobile source screening analysis will be conducted to determine the need for an off-site detailed (i.e., microscale) intersection analysis under construction. If such an analysis is needed, a detailed analysis using the EPA MOVES and AERMOD emissions and dispersion models will be completed.

Noise

Estimates will be made of construction noise from on-site stationary construction equipment and construction-related vehicles, including worker trips and material handling trips on adjacent roadways. Ambient sound monitoring would be conducted during the early morning period (6-7 AM) when there is the greatest potential for increases in noise due to mobile construction sources. If necessary, the Cadna-A model will be used to calculate the existing noise level at receptors**.**

Stationary and mobile construction noise levels would be predicted at nearby sensitive receptors and at the Development Site itself, including existing buildings that will continue to operate during construction, and new noise-sensitive uses that would be introduced before/during construction. Cadna-A sound prediction software, which accounts for the type of equipment used, the usage factors, and distances from source to receptor and acoustic shielding from intervening buildings, would be used for the analysis. Construction noise from stationary sources would be evaluated according to requirements outlined in the New York City Noise Control Code. Construction noise mitigation recommendations would be developed, as needed, in accordance with CEQR and New York City Noise Control Code requirements.

Task 19: Mitigation

If significant adverse project impacts are identified, measures to mitigate those impacts will be described where feasible. These measures will be developed and coordinated with the responsible City/State agencies as necessary. In the event that one or more significant adverse impacts cannot be mitigated, the reason that mitigation is not practicable will be discussed and these impacts will be described as unavoidable adverse impacts.

Task 20: Alternatives

SEQRA, CEQR, and NEPA require that alternatives to the Proposed Project be identified and evaluated in an EIS so that the decision-maker may consider whether alternatives exist that would minimize or avoid adverse environmental effects while achieving the goals and objectives of the Proposed Project. The selection of alternatives is determined by taking into account the nature of the specific project, its stated purpose and need, potential impacts, and the feasibility of potential alternatives. Consistent with SEQRA, CEQR, and NEPA, a No-Action Alternative will be considered. In addition, if any significant, unmitigated, adverse impacts are identified, a No Unmitigated Significant Adverse Impact Alternative will be considered, which includes an assessment of a project that would result in no unmitigated impacts. Additional alternatives to the Proposed Project may also be considered once the Proposed Project's impacts have been identified. The alternatives analysis will be qualitative, except where significant adverse impacts have been identified for the Proposed Project.

Task 21: Effects on Disadvantaged Communities

Section 8-0109(2)(k) of the New York State Environmental Conservation Law, which became effective on December 30, 2024, requires that an EIS include a statement of the effects of a proposed action on disadvantaged communities (DACs), including whether the action may cause or increase a disproportionate pollution burden. An assessment of the effects on DACs is warranted if a project site is located within, or within 0.5-miles of, an identified disadvantaged community. The Project Area is within an identified DACs area and 0.5-miles of other DACs areas; as such, an assessment of the effects of the Proposed Actions on DACs is warranted and will be included in the EIS.

The *CEQR Technical Manual* does not provide guidance regarding the scope of this analysis. On January 29, 2025, the New York State Department of Environmental Conservation (DEC) proposed State Environmental Quality Review Act (SEQRA) amendments to implement this new statutory provision. This assessment of effects on DACs considers the impacts of the various technical areas that were identified using *CEQR Technical Manual* guidance.

Task 22: EIS Summary Chapters

In accordance with CEQR guidelines, the EIS will include the following summary chapters, where appropriate to the Proposed Action:

- **Executive Summary**: The executive summary will use relevant material from the body of the EIS to describe the Proposed Actions, their environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. As described in the *CEQR Technical Manual,* it will contain:
  - A brief project description;

- A summary and list of each action;
- The analysis areas examined in the EIS;
- The analysis areas eliminated in the EIS for further study, and the reasons why;
- A summary of the significant adverse impacts, if any;
- A summary of the mitigation measures, if any, to reduce or eliminate any significant adverse impacts;
- Any important trade-offs identified in the other summary chapters;
- A summary of the unavoidable adverse impacts, if any; and
- A short discussion of alternatives.

› **Unavoidable Adverse Impacts**: This chapter will summarize any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).

› **Growth-Inducing Aspects of the Proposed Action**: This chapter will summarize the "secondary" impacts of the Proposed Actions that trigger further development.

› **Irreversible and Irretrievable Commitments of Resources:** This chapter will summarize the Proposed Actions, Proposed Project, and potential impacts in terms of the loss of environmental resources (use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.