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

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 150 Noll Street Commercial Overlay

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
26DCP038K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
260269ZMK	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY NYC Department of City Planning			NAME OF APPLICANT Noll Street Realty USA, LLC		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Director, Environmental Assessment and Review Division			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Jarboe Environmental Associates for Noll Street		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 245 Saw Mill River Road, Suite 106		
CITY New York	STATE NY	ZIP 10271	CITY Hawthorne	STATE NY	ZIP 10532
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 718-564-4286	EMAIL justin@jeaplanning.com	

5. *Project Description*

The Applicant, Noll Street Realty USA, LLC, seeks a zoning map amendment (the "Proposed Action") to map a C2-4 overlay on an existing R6 district in the Bushwick neighborhood of Brooklyn Community District 4. The proposed map amendment would affect the applicant-owned Block 3154, Lot 7501 ("Projected Development Site 1"), as well as Block 3154, Lots 29-33, 35 and 36, which are not owned or controlled by the applicant. Collectively, these lots comprise the "Project Area." The Proposed Action is requested to facilitate ground floor commercial use on Projected Development Site 1 where commercial use is not permitted as-of-right. The Proposed Action would also legalize existing commercial uses within the remainder of the Project Area. No additional floor area is proposed for the Projected Area.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 4	STREET ADDRESS 150 Noll Street
TAX BLOCK(S) AND LOT(S) Block 3154, Lots 7501, 29-33, 35 and 36		ZIP CODE 11206
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Noll Street between Wilson Avenue and Central Avenue		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R6		ZONING SECTIONAL MAP NUMBER 13b

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

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

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

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Board of Standards and Appeals*:** ☐ YES ☒ NO

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

Other City Approvals Subject to CEQR (check all that apply)

- ☐ LEGISLATION
- ☐ RULEMAKING
- ☐ CONSTRUCTION OF PUBLIC FACILITIES
- ☐ 384(b)(4) APPROVAL
- ☐ OTHER, explain:
- ☐ FUNDING OF CONSTRUCTION, specify:
- ☐ POLICY OR PLAN, specify:
- ☐ FUNDING OF PROGRAMS, specify:
- ☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)

- ☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
- ☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
- ☐ OTHER, explain:

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

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 45,000
Waterbody area (sq. ft) and type:
Roads, buildings, and other paved surfaces (sq. ft.): 45,000
Other, describe (sq. ft.):

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 108,118 (existing)
NUMBER OF BUILDINGS: 1
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 108,118 (existing)
HEIGHT OF EACH BUILDING (ft.): 55
NUMBER OF STORIES OF EACH BUILDING: 5

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: 25,000
The total square feet not owned or controlled by the applicant: 25,000

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☐ YES ☒ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 0 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 0 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 0 sq. ft. (width x length)

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

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	89,246	17,878	994	
Type (*e.g.,* retail, office, school)	81 units	retail	ambulatory care	

Does the proposed project increase the population of residents and/or on-site workers? ☐ YES ☒ NO
If "yes," please specify:
NUMBER OF ADDITIONAL RESIDENTS: 0
NUMBER OF ADDITIONAL WORKERS: 0
Provide a brief explanation of how these numbers were determined: Avg HH size 2.62; 3 workers/1,000 sf retail and ambulatory medical (WithAction - NoAction = no change in du's and an even exchange of retail + Community facility space)

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

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO
If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2027
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 6
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:

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

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

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use and/or zoning different from the surrounding area?	☐	☒
(b) Is there the potential to affect an applicable public policy?	☒	☐
(c) If "yes," to (a) and/or (b), complete a preliminary assessment and attach.		
(d) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a OneNYC assessment and attach.		
(e) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 250 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Create a retail concentration?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Early Childhood Programs:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 100 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate a net increase of more than 175 residential units in an existing R1-R4 district or 250 units in an existing R5 or above, C, or M district?		
(c) Would the project generate more than 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in with-action structures of 250 feet or more?	☐	☒
(b) Would the proposed project result in in with-action structures between 50-250 feet and be located adjacent to, within, or across the street from a sunlight-sensitive resource?	☐	☒

	YES	NO
(c) Would the proposed project result in greater than 50 feet of incremental height change or substantial changes in bulk?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project result in a building over 250 feet tall, have a project area greater than 1.5 acres or be classified as a general large-scale development?	☐	☒
(b) Does the project require a special permit to allow the modification of bulk and yard requirements or special uses?	☐	☒
(c) Does the proposed project introduce new, or change the location of, streets or public open spaces?	☐	☒
(d) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☐	☒
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	☐	☐
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒

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

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

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	DATE
Justin Jarboe	6/11/26

SIGNATURE Justin Jarboe

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

Part III: DETERMINATION OF SIGNIFICANCE (To Be Completed by Lead Agency)

INSTRUCTIONS: In completing Part III, the lead agency should consult 6 NYCRR 617.7 and 43 RCNY § 6-06 (Executive Order 91 or 1977, as amended), which contain the State and City criteria for determining significance.

1. For each of the impact categories listed below, consider whether the project may have a significant adverse effect on the environment, taking into account its (a) location; (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude.

IMPACT CATEGORY	Potentially Significant Adverse Impact YES	NO
Land Use, Zoning, and Public Policy	☐	☒
Socioeconomic Conditions	☐	☒
Community Facilities and Services	☐	☒
Open Space	☐	☒
Shadows	☐	☒
Historic and Cultural Resources	☐	☒
Urban Design/Visual Resources	☐	☒
Natural Resources	☐	☒
Hazardous Materials	☐	☒
Water and Sewer Infrastructure	☐	☒
Solid Waste and Sanitation Services	☐	☒
Energy	☐	☒
Transportation	☐	☒
Air Quality	☐	☒
Greenhouse Gas Emissions	☐	☒
Noise	☐	☒
Public Health	☐	☒
Neighborhood Character	☐	☒
Construction	☐	☒

2. Does the project have the potential to disproportionately affect disadvantaged communities, or cause or increase a disproportionate pollution burden on a disadvantaged community. ☐ YES ☒ NO

3. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☒ NO

If there are such impacts, attach an explanation stating whether, as a result of them, the project may have a significant impact on the environment.

4. Check determination to be issued by the lead agency:

☐ **Positive Declaration**: If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).

☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.

☒ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see template) or using the embedded Negative Declaration on the next page.

5. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review	NYC City Planning on behalf of City Planning Commission
NAME	DATE
Evren Ulker-Kacar, AICP	06/11/2026

SIGNATURE Evren Ulker Kacar

NEGATIVE DECLARATION

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, the Department of City Planning acting on behalf of the City Planning Commission assumed the role of lead agency for the environmental review of the proposed actions. Based on a review of information about the project contained in this environmental assessment statement (EAS) and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed actions would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds the proposed actions sought before the City Planning Commission would not have a significant adverse impact on the environment. Reasons supporting this determination are noted below.

Land Use, Zoning, and Public Policy

A detailed analysis of land use, zoning, and public policy is included in the EAS. The Applicant, Noll Street Realty USA, LLC, seeks a zoning map amendment (the "Proposed Action") to map a C2-4 overlay on an existing R6 zoning district in the Bushwick neighborhood of Brooklyn Community District 4. The proposed map amendment would affect the applicant-owned Block 3154, Lot 7501 ("Projected Development Site 1"), as well as Block 3154, Lots 29-33, 35, and 36, which are not owned or controlled by the Applicant. Collectively, these lots comprise the "Project Area." The Proposed Action is sought to facilitate ground floor commercial use within the existing building on Projected Development Site 1, where such uses are currently not permitted on an as-of-right basis. The Proposed Action is not anticipated to result in any additional development, though it would bring existing commercial uses within the Project Area into conformance. The Proposed Action would not result in land uses inconsistent with the character of the surrounding area, but would help to encourage, preserve, and legalize existing land uses in the Project Area. The change in zoning would allow for both commercial and community facility uses at the ground level within the Project Area. Ground-floor commercial uses in this location would be consistent with surrounding land use and zoning patterns, and would be consistent with relevant public policies, potentially providing additional goods and services to residents in the surrounding neighborhood. As a result, the Proposed Actions would not result in significant adverse impacts related to land use, zoning, and public policy, and no further analysis is warranted.

Disadvantaged Communities Assessment

Projected Development Site 1 is located within a disadvantaged community identified as having comparatively lower burdens and vulnerabilities according to the New York State Department of Environmental Conservation Disadvantaged Community Assessment Tool (DACAT), while the rest of the roject Area is within a ½ mile of a disadvantaged community identified as having comparatively higher burdens and vulnerabilities. As a result, an assessment of the Proposed Action's potential effects on disadvantaged communities is included in the EAS. The Proposed Action would not result in significant adverse impacts to the following technical areas analyzed in the EAS: land use, zoning, and public policy; transportation. As a result, the Proposed Action would not disproportionately affect any disadvantaged communities, nor would it cause or increase a disproportionate pollution burden.

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA). Should you have any questions pertaining to this Negative Declaration, you may contact Jameson Mitchell at jmitchell@planning.nyc.gov

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	Department of City Planning on behalf of the City Planning Commission 120 Broadway, 31st Fl. New York, NY 10271 | 212.720.3328
NAME Evren Ulker-Kacar, AICP	DATE 6/11/2026
SIGNATURE	

TITLE	
Chair, City Planning Commission	
NAME Sideya Sherman	DATE 6/15/2026
SIGNATURE	

150 Noll Street, Brooklyn

Figure 1: Site Location

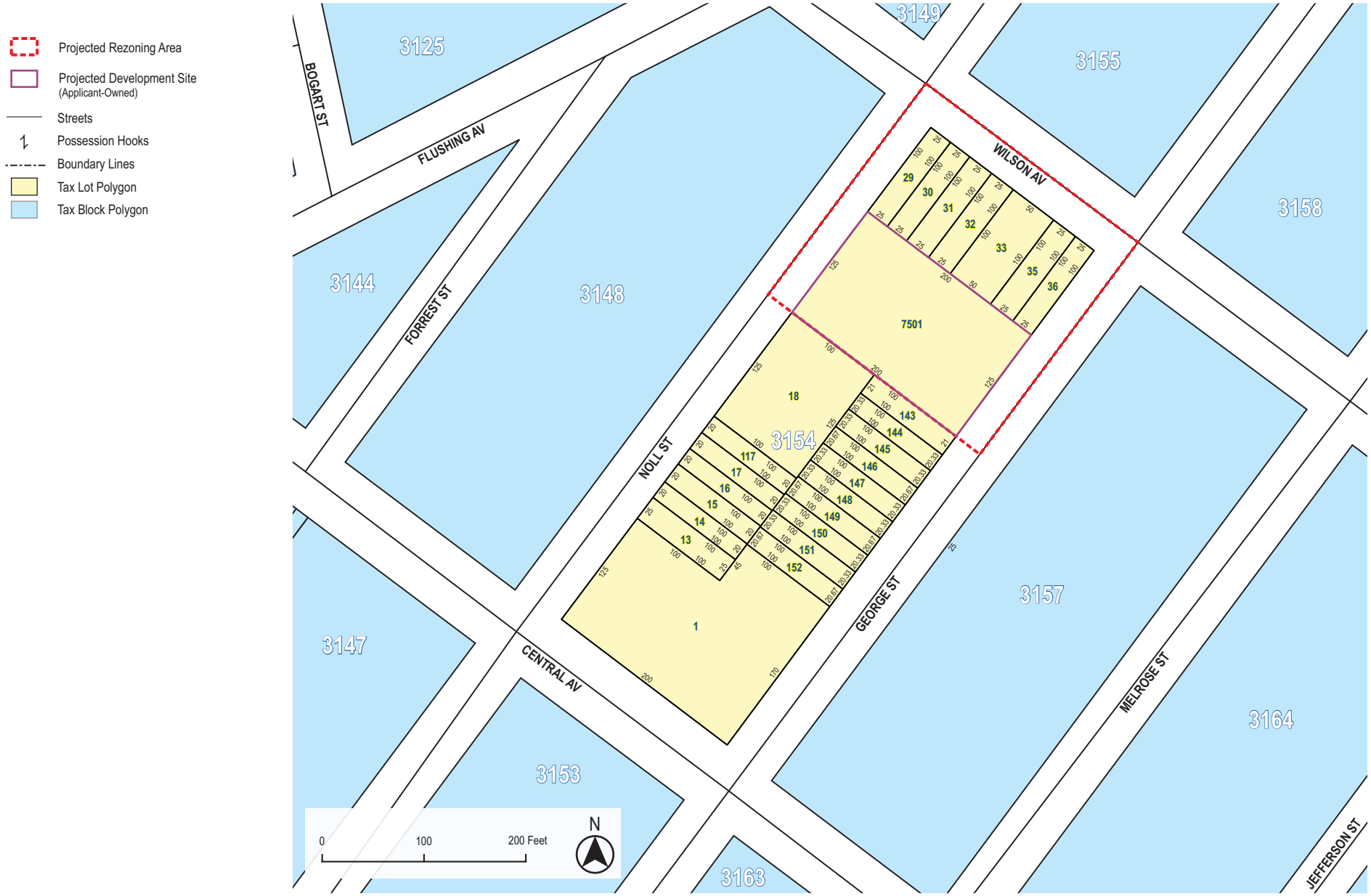


Data Source: MapPLUTO 2024v3.1

Urban Cartographics

150 Noll Street, Brooklyn

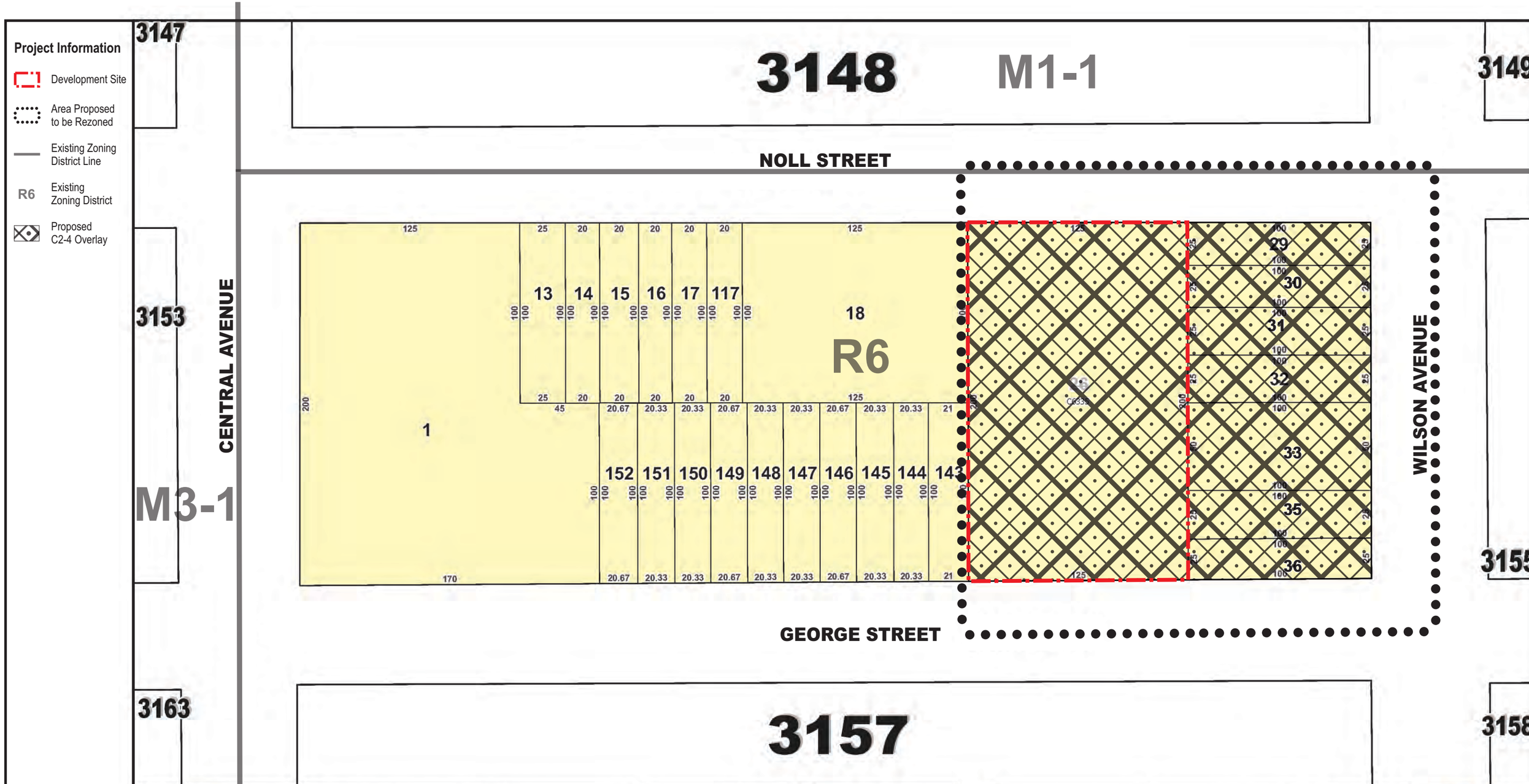
Figure 2: Tax Map



Data Source: MapPLUTO 2024v3.1, NYC DOF Digital Tax Map 4/11/24

Urban Cartographics

150 Noll Street, Brooklyn

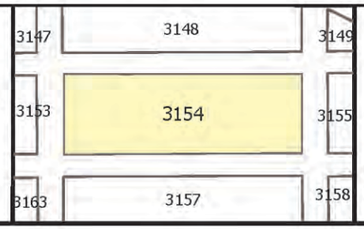


LEGEND

TAX_LOT_POLYGON	50 Tax Lot Number	TAX_LOT_FACE	
TAX_BLOCK_POLYGON	50 Tax Block Number	Regular	
BOUNDARY	50 Condo FKA Tax Lot Number	Underwater	
POSSESSION_HOOK	C50 Condo Flag/Number	Unknown	
	A9000 Air Lot Flag/Number	50 Tax Lot Dimension	
	S8000 Sub Lot Flag/Number	+/- 50 Approximate Tax Lot Dimension	
	R REUC Flag		

The City of New York makes no warranties, expressed or implied, concerning any errors, omissions, geographic inaccuracies of the Property Information Portal, nor the suitability of the use of this information. Additionally, this map should not be relied on to measure the relative geospatial position of any street, or other object or location represented on this map in relation to a tax lot or the relative positions of any tax lots. The Geographic Information System information presented should not be used as a substitute for engineer drawings or surveys. Any use of the map for the conveyance of property or any other legal proceedings is at the sole risk of the involved parties.





Effective Date: 11/19/2025
End Date: Current

NYC Digital Tax Map
Borough of Brooklyn
Block: 3154

30 0 30 60 Feet

NYC Department of Finance

LiRo GIS, Inc.

150 Noll Street, Brooklyn

Figure 3: Land Use Map

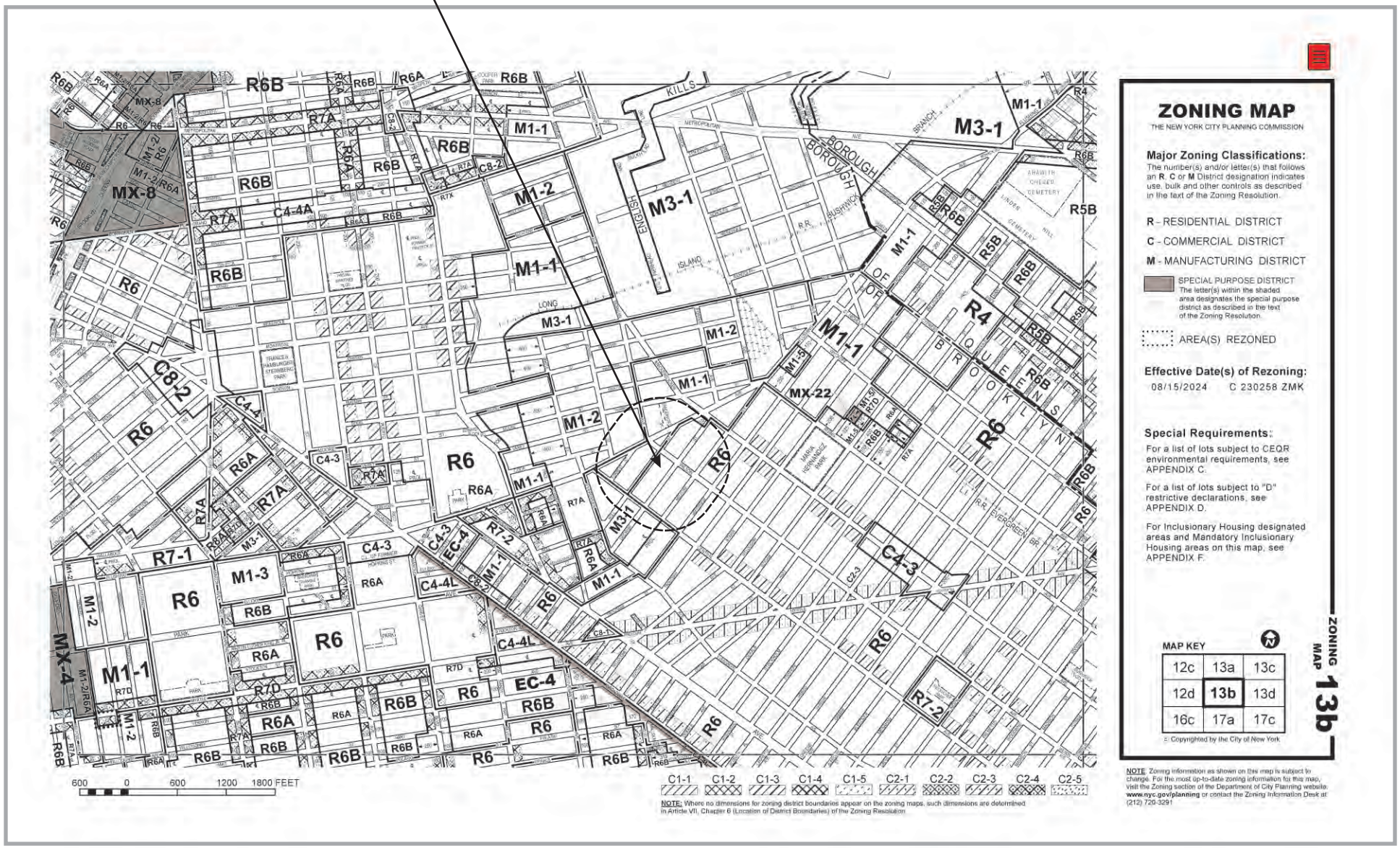


Data Source: MapPLUTO 2024v3.1, NYC DOF Digital Tax Map 4/11/24

Urban Cartographics

150 Noll Street, Brooklyn

Figure 4: Zoning Map



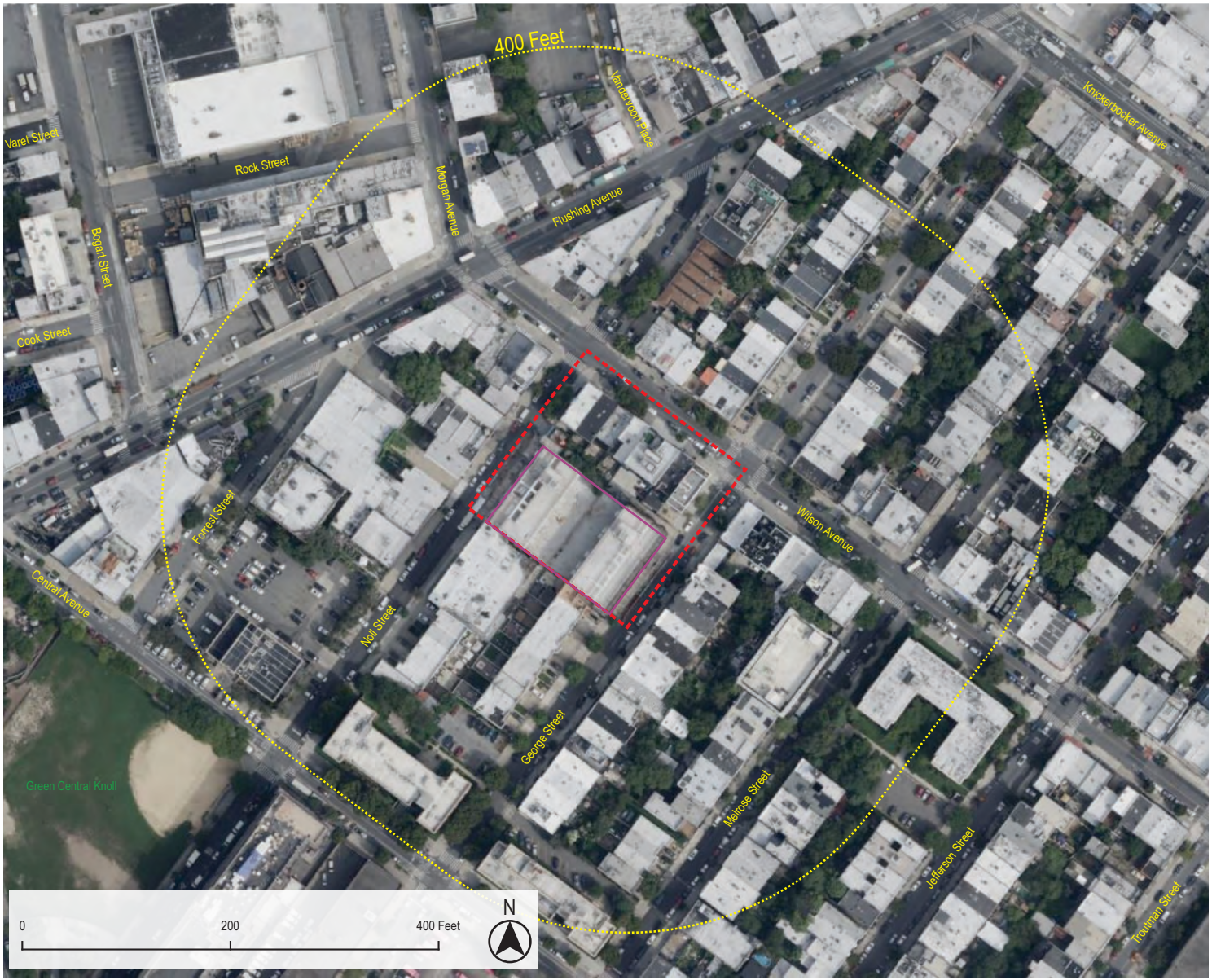
Urban Cartographics

150 Noll Street, Brooklyn

Figure 5: Aerial Map

Projected Rezoning Area

Projected Development Site
(Applicant-Owned)



Imagery Source: 2024 Bing, Microsoft Corporation

Urban Cartographics

150 Noll Street, Brooklyn

Figure 1: Photographs

Urban Cartographics

Photographs taken on February 2, 2026



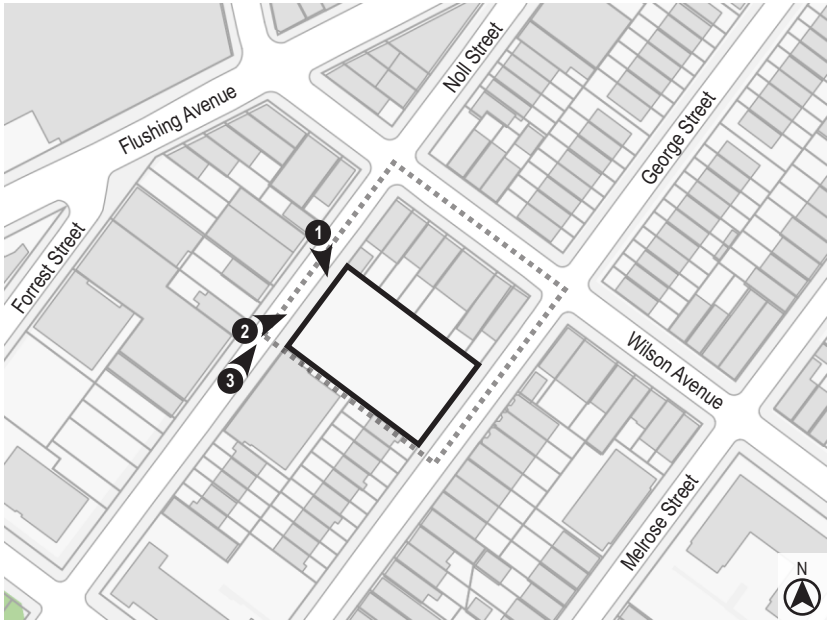
1. View of the Development Site facing south from Noll Street.



2. View of the Development Site facing northeast from Noll Street.



3. View of Noll Street facing northeast (Development Site at right).





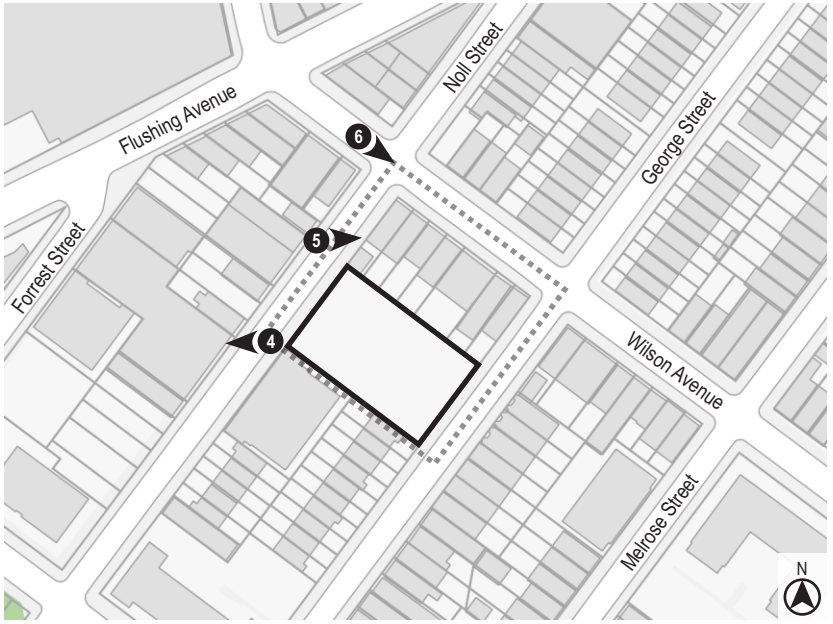
4. View of the northwest side of Noll Street facing west from the Development Site.



5. View of the Project Area facing east from Noll Street.



6. View of Wilson Avenue facing southeast from Noll Street (Project Area at right).





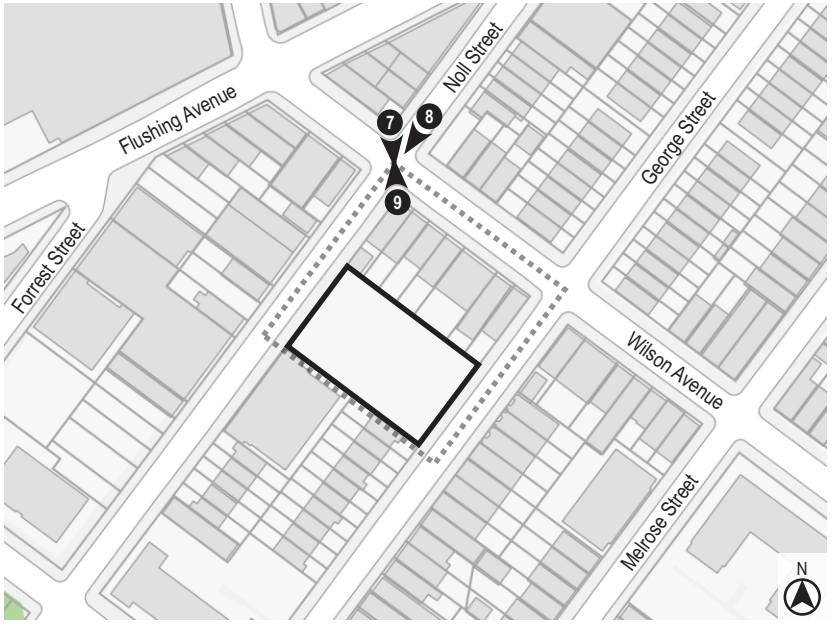
7. View of the Project Area facing south from the intersection of Noll Street and Wilson Avenue.



8. View of Noll Street facing southwest from Wilson Avenue (Project Area at left).



9. View of the intersection of Noll Street and Wilson Avenue facing north from the Project Area.





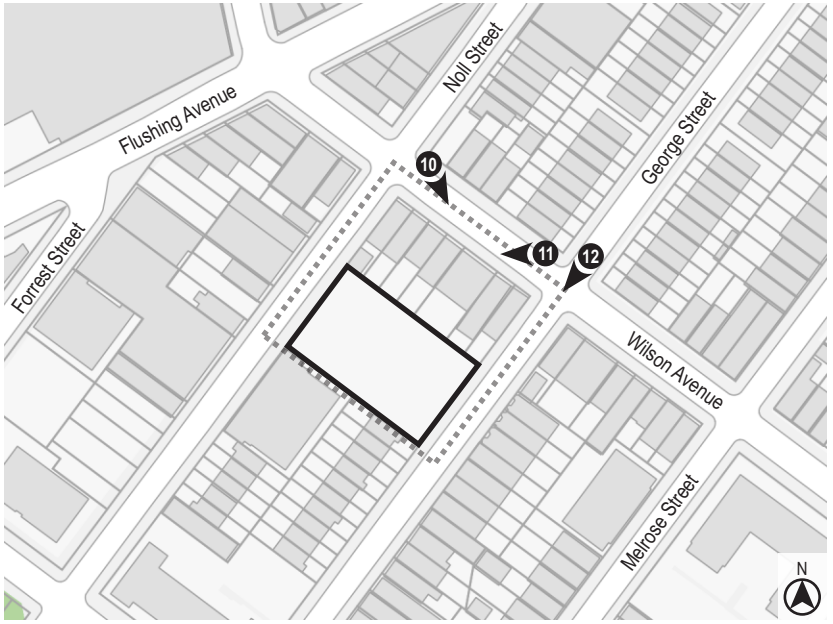
10. View of Project Area facing southeast from Wilson Avenue.



11. View of the Project Area facing west from Wilson Avenue.



12. View of George Street facing southwest from Wilson Avenue (Project Area at right).





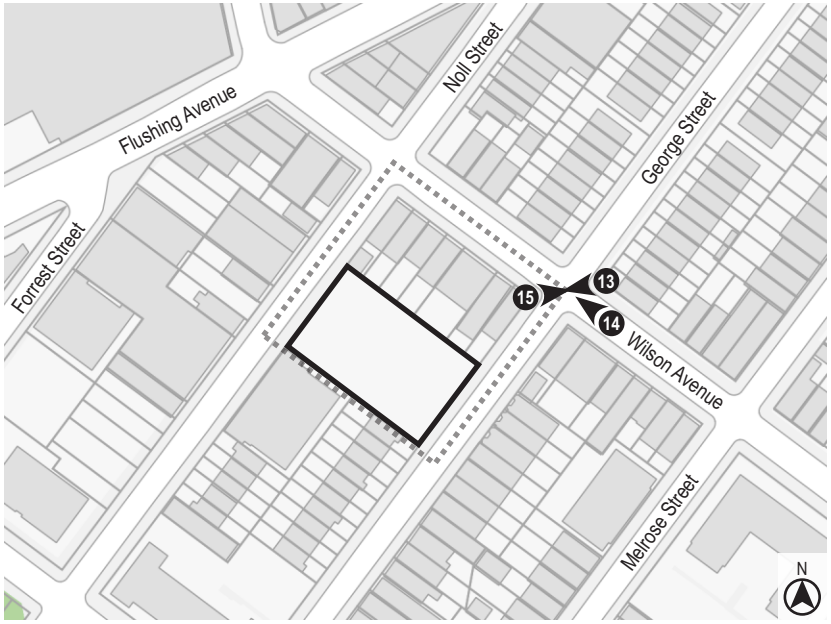
13. View of the Project Area facing west from the intersection of George Street and Wilson Avenue.



14. View of Wilson Avenue facing northwest from George Street (Project Area at left).



15. View of the intersection of George Street and Wilson Avenue facing east from the Project Area.





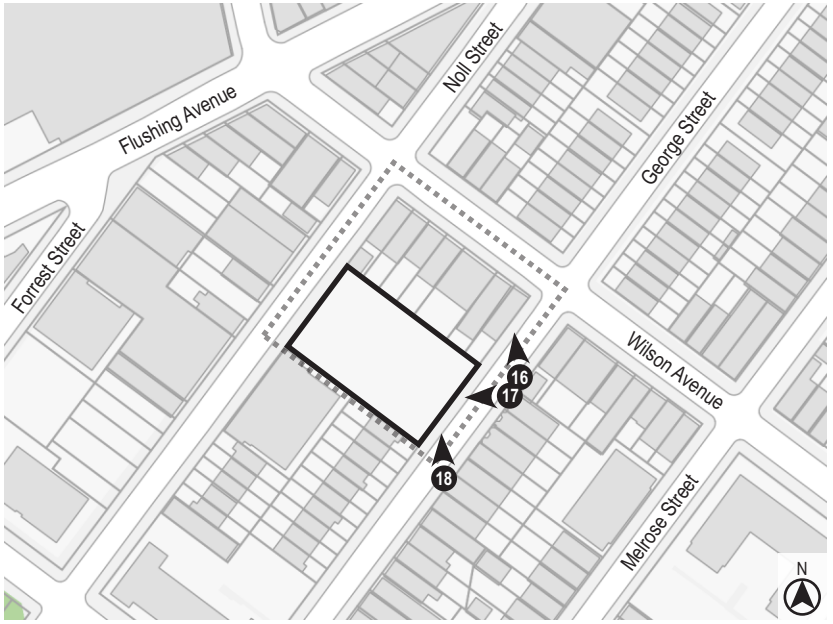
16. View of the Project Area facing north from George Street.



17. View of the Development Site facing west from George Street.



18. View of the Development Site facing north from George Street.





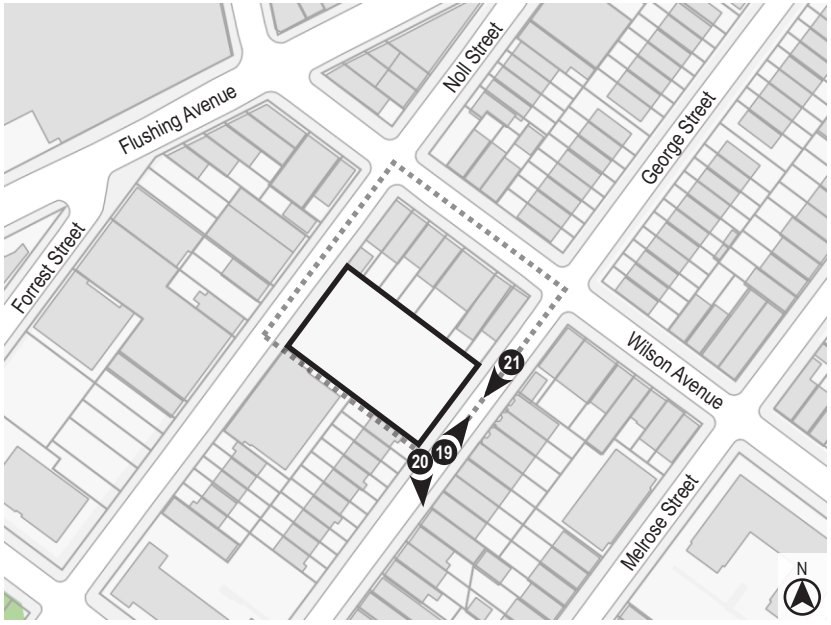
19. View of George Street facing northeast (Development Site at left).



20. View of the southeast side of George Street facing south from the Development Site.



21. View of George Street facing southwest (Development Site at right).



PROJECT DESCRIPTION

Introduction

The Applicant, Noll Street Realty USA, LLC, seeks a zoning map amendment (the "Proposed Action") to map a C2-4 overlay on an existing R6 district in the Bushwick neighborhood of Brooklyn Community District 4. The proposed map amendment would affect the applicant-owned Block 3154, Lot 7501 ("Projected Development Site 1"), as well as Block 3154, Lots 29-33, 35 and 36, which are not owned or controlled by the applicant. Collectively, these lots comprise the "Project Area." The Proposed Action is requested to facilitate ground floor commercial use on Projected Development Site 1 where commercial use is not permitted as-of-right. The Proposed Action would also legalize existing commercial uses within the remainder of the Project Area. No additional floor area is proposed for the Projected Area.

Description of the Affected Area

The Projected Development Site 1 (Block 3154, Lot 7501) is a 25,000 square-foot (sf) through lot that is currently improved with an as-of-right five-story mixed-use building. The building includes 81 dwelling units on floors two through five and the ground- floor space will be occupied with community facility storefronts.

The remaining affected parcels (the remainder of the Project Area) comprise lots primarily fronting Wilson Avenue (Block 3154, Lots 29-33, 35 and 36). These parcels are improved with mixed-use commercial/residential buildings and walk-up residences, ranging from one- to five-stories. Of the seven properties, four contain non-conforming commercial uses on the ground floor that likely predate the 1961 Zoning Resolution.

An overlay is proposed to recognize those existing commercial uses along Wilson Avenue while permitting commercial use on the Proposed Development Site 1.

(**See Figure 1 – Site Location; Figure 2 – Tax Map; Figure 3 – Land Use Map; Figure 4 - Zoning Map; Figure 5 – Aerial Map; and Photographs)**

Description of the Surrounding Study Area

The area within 400 feet of the Projected Area (the "Study Area") is generally bounded by Vandervoort Place to the north, Jefferson Street to the east, Central Avenue to the south and Bogart Street to the west. The Study Area is primarily composed of residential buildings to the north and east and mixed-use commercial/residential to the south all within the existing R6 zoning district. Industrial and commercial uses are located to the west and southwest within M1-1 and M1-2 zoning districts. Community facility uses are scattered throughout the Study Area.

Description of the Proposed Development

No new development is proposed for the Projected Development Site. The Proposed Action would facilitate ground-floor commercial use in the as-of-right building on the Applicant-owned Projected Development Site 1. This consists of a five-story (55-foot) mixed-use building with 108,118 gross square feet (gsf) (73,854 zoning square feet (zsf) with a Floor Area Ratio (FAR) 2.95) including 89,246 gsf (54,999 zsf FAR 2.2) of residential space, 994 gsf (994 zsf FAR 0.04) of community facility space and 17,878 gsf (17,859 zsf FAR 0.71) of commercial space. The building includes 81 dwelling units and 41 accessory parking spaces below grade, accessible via a new curb cut along Noll Street.

Actions Necessary to Facilitate the Proposed Development

The Proposed Action includes a zoning map amendment to include a C2-4 commercial overlay over the existing R6 zoning district. A C2 overlay zoning district is a commercial overlay mapped within a residential district. C2-4 commercial overlays permit local retail (Use Group 6), such as grocery stores, restaurants and beauty parlors, as well as funeral homes and repair services. In mixed buildings, commercial uses are limited to one or two floors and must always be located below the residential use. C2-4 zoning districts generally require one off-street parking space per 1,000 square feet of commercial use. Within higher density residential districts, such as R6, the C2-4 district permits a commercial FAR of 2.0.

Purpose and Need for the Proposed Action

The Proposed Action would facilitate an active ground-floor commercial use on the Proposed Development Site 1 and would be mapped south to Wilson Avenue, which is a wide neighborhood commercial arterial with ground-floor commercial uses. Currently, commercial use is not permitted in an R6 district and ground-floor residential use is not always ideal. Community facility space, which is permitted, is not in demand as much as commercial use for the surrounding community, therefore a commercial overlay is proposed. Non-conforming commercial uses predating the 1961 Zoning Resolution exist along Wilson Avenue. The proposed commercial overlay would legalize those uses, while permitting commercial use on the Proposed Development Site 1.

In addition to permitting commercial services for new residents and the surrounding community, the C2-4 overlay would serve to activate this corner segment of Wilson Avenue, Noll Street and George Street with additional pedestrian traffic, thereby promoting the vibrancy of this area and providing storefront space for neighborhood services. The flexibility to provide both a commercial and community facility use at the ground floor would also ensure the ground-floor is occupied, to prevent in inactive ground floor condition for these frontages.

<u>Analysis year</u>

The Proposed Action consists of a Zoning Map amendment, which is a discretionary action subject to ULURP. An analysis year of 2027 assumes certification of the Proposed Action in 2026 and full approval of ULURP in 2027 (the “Analysis Year”).

Analysis Framework

Standard methodologies have been applied following the *2021 CEQR Technical Manual* guidelines and precedent environmental reviews, employing reasonable assumptions to identify the amount and location of future development within the Project Area. Factors considered include soft site criteria; lot size and ownership; existing land use; and land use and development trends in the area.

A Reasonable Worst Case Development Scenario (RWCDS) is broadly defined as the potential development under both the future No-Action and With-Action Conditions that is used to determine the potential effects of the Proposed Action. The future No-Action and With-Action Conditions by the Build Year of 2027 are used to determine the change in permitted development created by the Proposed Action. The No-Action Condition estimates the projected development in the future without the Proposed Action in 2027 (the No-Action Condition) and the With-Action Condition estimates the projected development in the future with the Proposed Action in 2027 (the With-Action Condition). The RWCDS analysis takes the existing observed condition and adds to it known or expected changes to arrive at a reasonable estimate of future conditions. After the baseline condition is established in the future without the Proposed Action, the RWCDS for the project is established and compared to the No-Action Condition for the environmental assessment.

The RWCDS No-Action Condition would be the full FAR build out permitted by the existing R6 zoning for Projected Development Site 1 which allows ground floor community facility use and residential use above. The remainder of the Project Area would remain unchanged. For the RWCDS With-Action scenario, the full FAR build out permitted by the proposed rezoning was assumed (R6/C2-4) for Projected Development Site 1. The ground floor would include both community facility and commercial uses while residential use would be above. The commercial use is assumed to be local retail and service establishment catering to the local neighborhood and the community facility use would be ambulatory care. The residential use includes 81 dwelling units and 59 accessory parking spaces. The rezoning would legalize the nonconforming ground floor commercial uses within the remainder of the Project Area.

<u>Existing Conditions</u>

The Projected Development Site 1 (Block 3154, Lot 7501) is an Applicant-owned 25,000 sf through lot that is currently developed with the full FAR granted by the existing R6 zoning. The as-of-right 108,118 gsf (73,852 zsf FAR 2.95) mixed use residential and community facility use building includes 18,872 gsf (18,853 zsf FAR 0.75) of ground-floor community facility storefronts and 89,246 gsf (54,999 zsf FAR 2.2) residential use on floors two through five. It also includes 81 dwelling units and 41 accessory parking spaces below ground.

Remainder of the Project Area

- Block 3154, Lot 29 is a privately-owned 2,500 sf corner lot improved with a 4,500 gsf (4,365 zsf FAR 1.75) three-story mixed-use residential and commercial building built in 1931. The ground floor is commercial use (liquor store) and floors two and three are residential and include four dwelling units.
- Block 3154, Lot 30 is privately-owned 2,500 sf interior lot improved with a 4,500 gsf (4,365 zsf FAR 1.75) three-story mixed-use residential and commercial building built in 1931. The ground floor is commercial use (clothing/thrift shop) and floors two and three are residential and include six dwelling units.
- Block 3154, Lot 31 is privately-owned 2,500 sf interior lot improved with a 2,500 gsf (2,425 zsf FAR 0.97) two-story residential use building constructed in 1899. It includes two dwelling units.
- Block 3154, Lot 32 is privately-owned 2,500 sf interior lot improved with a 4,500 gsf (4,365 zsf FAR 1.75) three-story mixed-use residential and commercial building built in 1931. The ground floor is commercial use (smoke shop) and floors two and three are residential use and include five dwelling units.
- Block 3154, Lot 33 is privately-owned 2,500 sf interior lot improved with a 12,892 gsf (12,505 zsf FAR 2.5) five-story mixed-use residential and commercial building constructed in 2019. The ground floor is commercial use and floors two through five are residential use and include 16 dwelling units.
- Block 3154, Lot 35 is privately-owned 2,500 sf interior lot improved with a 4,500 gsf (4,365 zsf FAR 1.75) three-story mixed-use residential and commercial building constructed in 1931. The ground floor is commercial use (grocery) and floors two and three are residential use with three dwelling units.
- Block 3154, Lot 36 is privately-owned 2,500 sf corner lot improved with a 5,949 gsf (5,771 zsf FAR 2.31) four-story residential walk-up building constructed in 2017. It includes eight dwelling units.

These remaining sites in the Project Area are not Applicant-owned and are improved with mixed-use buildings and walk-up residences, ranging from one- to five-stories. Of the seven properties, four contain non-conforming commercial uses on the ground floor that likely predate the 1961 Zoning Resolution. The Proposed Action would not change the use or size of the development on these parcels, but it would legalize the existing nonconforming commercial uses, therefore these sites were not included in the RWCDS and are not part of the analysis framework.

Future No-Action Condition

In the future and absent the Proposed Action, the as-of-right 108,118 gsf (73,852zsf FAR 2.95) mixed use residential and community facility use building would remain in its existing condition.

The remainder of the Project Area (Block 3154, Lots 29-33, 35 and 36) are anticipated to remain in their existing conditions, and ground-floor commercial uses would continue to be non-conforming.

Future With-Action Condition

In the future and with the Proposed Action, the full build out permitted by the proposed R6/C2-4 zoning for the Applicant-owned Projected Development Site 1 would facilitate ground-floor commercial use in the existing as-of-right building. This would consist of a five-story (55-foot) mixed-use building with 108,118 gsf (73,852 zsf FAR 2.95) including 994 gsf (994 zsf FAR 0.04) of community facility space and 17,878 gsf (17,859 zsf FAR 0.71) of commercial space. The building includes 81 dwelling units and 41 parking spaces below grade, accessible via a new curb cut along Noll Street. The remainder of the Projected Development Sites (Block 3154, Lots 29-33, 35 and 36) are anticipated to remain in their existing conditions, but any ground-floor commercial uses would be legalized. See **Table 1** below.

Table 1: Existing, No-Action and With-Action Comparison

Projected Development Site 1 150 Noll Street (Block 3154, Lot 7501) 25,000 sf									
Scenario	**Existing/No-Action Conditions**			**With-Action Conditions**			**Increment**		
Floor Area	**GSF**	**ZSF**	**FAR**	**GSF**	**ZSF**	**FAR**	**GSF**	**ZSF**	**FAR**
Residential	89,246	54,999	2.20	89,246	54,999	2.20	0	0	0.00
Community Facility	18,872	18,853	0.75	994	994	0.04	-17,878	-17,859	-0.71
Commercial	0	0	0.00	17,878	17,859	0.71	17,878	17,859	0.71
Total	108,118	73,852	2.95	108,118	73,852	2.95	0	0	0.00

Land Use, Zoning and Public Policy

A. INTRODUCTION

Under 2025 *City Environmental Quality Review (CEQR) Technical Manual* guidelines, a detailed analysis of land use, zoning and public policy evaluates the uses and development trends in the area that may be affected by a proposed action and determines whether the proposed action is compatible with those conditions or may significantly affect them. An assessment of zoning is performed in conjunction with a land use analysis when the project would change the zoning on a site or result in the loss of a particular use.

As described in Chapter A, "Project Description," the proposed project consists of a Zoning Map amendment to permit an active ground-floor commercial use on the Proposed Development Site 1, located at 150 Noll Street (Block 3154, Lot 7501). It would also legalize existing commercial use within the remainder of the Project Area (Block 3154, Lots 29-33, 35 and 36).

As the Proposed Action includes a Zoning Map amendment, a detailed analysis of Land Use, Zoning, and Public Policy is warranted and provided below.

B. METHODOLOGY

The purpose of this chapter is to examine the effects of the Proposed Action on land use, zoning, and public policy and determine whether it would result in any significant adverse impacts. As described in Chapter A, to assess the possible effects of the Proposed Action, a reasonable worst-case development scenario (RWCDS) was established for both the current zoning (No-Action) and proposed zoning (With-Action) conditions for the 2027 analysis year for the Projected Development Site 1.

The incremental difference between the No-Action and With-Action Conditions (See **Table 1**) on the Projected Development Site forms the basis of the impact category analyses in this chapter. Under 2025 *CEQR* guidelines, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects.

In accordance with the *CEQR Technical Manual*, the analysis describes existing and anticipated future (i.e., No-Action) conditions to a level necessary to understand the relationship of the Proposed Action to such conditions. The analysis assesses any changes to these conditions that could be created by the Proposed Action in the 2027 analysis year. Existing land uses were identified through review of a combination of sources including field surveys and secondary sources, comprising the City's 2022 Primary Land Use Tax Lot Output (PLUTO) data files, online Geographic Information Systems (GIS) databases such as the New York City Open Accessible Space Information System (OASIS, http://www.oasisnyc.net), and ZOLA

(http://zola.planning.nyc.gov). Other publications and approved environmental review documents that have been completed for projects in the area were also consulted. New York City Zoning Maps and the Zoning Resolution of the City of New York (ZR) were consulted to describe existing zoning districts in the Study Area and provided the basis for the zoning evaluation of the future No-Action and With-Action Conditions. Applicable public policies were identified, and a public policy analysis was prepared to determine the potential for the Proposed Action to alter or conflict with applicable public policies.

Secondary Study Area

According to the *2025 CEQR Technical Manual*, the appropriate study area for land use and zoning is related to the type and size of the project being proposed and the location and neighborhood context of the area that could be affected by the project. In accordance with the *2025 CEQR Technical Manual* guidelines, land use, zoning, and public policy are addressed and analyzed for two geographical areas: (1) the primary study area, which is coterminous with the Projected Development Site 1, Block 3154, Lot 7501 (the "Affected Area"); and (2) a secondary 400-foot study area (the "Study Area") which encompasses areas that have the potential to experience indirect impacts because of the Proposed Action. The Study Area has been established in accordance with 2025 *CEQR Technical Manual* guidelines.

The remainder of the Project Area (Block 3154, Lots 29-33, 35 and 36) are not expected to be affected by the Proposed Action. The existing residential uses and non-conforming commercial uses would remain, and the Proposed Action would not induce any additional development, however, the existing commercial uses would be legalized.

C. ASSESSMENT

Existing Conditions

Land Use

Affected Area

The Projected Development Site 1 (Block 3154, Lot 7501) is a 25,000 sf through lot and was previously commercial and warehouse use. The building was demolished, and the site is currently improved with an as-of-right five-story mixed-use building. The building includes 81 dwelling units, and the ground-floor space is to be occupied with community facility storefronts.

Study Area

The Project Area is in the Bushwick neighborhood of Brooklyn Community District 4. Wilson Avenue is a wide 70-foot neighborhood arterial, while Noll and George Streets are 60-feet in width. Flushing Avenue is a few blocks north, which is a regional commercial roadway that connects downtown Brooklyn with Queens and is an identified truck route. The area is mixed in

use within 400 feet and contains older one and two-family homes, newly constructed apartment buildings and mixed-use buildings, as well as institutional uses (schools, a police precinct). Parklands including Maria Hernandez Park, Fermi Playground and Green Central Knoll are nearby. It should be noted the area to the north of the Development Site is zoned M1-1 and transitions into predominantly industrial-commercial uses to the north of Flushing Avenue, with a growing share of commercial uses over industrial uses, as the surrounding area increases in residential density and those residents require increased commercial services.

Wilson Avenue itself is lined with eating and drinking establishments, convenience stores and smaller neighborhood retail establishments including a food market, liquor store, smoke shop and an electronic store.

The closest subway stations are the Morgan L station, which is located approximately five blocks north on Morgan Avenue near Harrison Place and the Central Avenue M station approximately eight block south near the intersection of Myrtle Avenue and Hart Street. In addition, the B60 bus line travels along Wilson Avenue and Morgan Avenue, providing service between Williamsburg and Canarsie.

Zoning

Affected Area

As shown in **Figure 4**, Projected Development Site 1 is located within an R6 zoning district. The Project Area was zoned M1-1 at the original issue of the Zoning Resolution in 1961 according to historical zoning maps. It was later amended to R6 as part of the West Bushwick Area Zoning Map Amendment (CEQR No: 01HPD0001K; ULURP No: CO10123ZMA) adopted by the Department of City Planning and effective April 1, 2001, which aimed to promote additional housing for the area as manufacturing use waned. The Project Area covers approximately 45,000 square feet (sf) and includes Block 3154, Lots 7501, 29-33, 35 and 36.

The R6 zoning district is a general medium-density residential zoning district. Residential buildings are permitted with a maximum FAR of 3.0 within 100 feet of wide streets and 2.2 FAR beyond 100 feet of a wide street (and along narrow streets). With the inclusion of qualifying affordable units, 3.9 FAR is permitted under UAP. Community facility uses are permitted at 4.8 FAR. A minimum base height of 30-40 feet is permitted, a maximum base height of 45-65 feet is permitted and a maximum height of 55-75 feet is permitted, depending on proximity to a wide roadway. For buildings containing qualifying affordable units, a max height of 85-95 feet is permitted, depending on proximity to a wide roadway. Under optional sky exposure plane regulations, an FAR between 0.78 to 2.43 is permitted in relation to a required open space ratio (OSR) that ranges from 27.5 to 37.5 percent. In the Outer Transit Zone, off-street parking is required for 25% of dwelling units, qualifying affordable or senior units are waived, and the requirement is overall waived below 15 spaces. For community facility uses, parking varies by use.

The Projected Development Site 1 is developed with the full FAR granted by the existing R6 zoning. The as-of-right 108,118 gsf (73,852 zsf FAR 2.95) mixed use residential and community facility use building includes 18,872 gsf (18,853 zsf FAR 0.75) of ground-floor community facility storefronts and 89,246 gsf (54,999 zsf FAR 2.2) residential use on floors two through five. It includes 81 dwelling units and 41 below ground accessory parking spaces. The required parking for an R6 zoning district within an Outer Transit Zone is 25% of DU's (21 spaces) for residential use, 1 per 800 sf of community facility use (26 spaces), for a total of 47 required parking spaces. Forty-one spaces are provided.

Study Area

In addition to the R6 zoning district, the Study Area also includes M1-1, M1-2 and M3-1 zoning districts.

M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Nearly all industrial uses are allowed in M1 districts if they meet the stringent M1 performance standards. Offices, hotels and most retail uses are also permitted. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit, but houses of worship are allowed as-of-right.

Floor area ratio is 1.0 in M1-1 zoning district and 2.0 in an M1-2 zoning district. M1-1 and M1-2 parking requirements include one off-street parking space per 2,000 square feet of floor area or one per every three employees, whichever would be less.

M3-1 zoning districts are designated for areas with heavy industries that generate noise, traffic or pollutants. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. Even in M3 districts, uses with potential nuisance effects are required to conform to minimum performance standards.

The maximum FAR is 2.0 and the parking requirements include one off-street parking space per 2,000 square feet of floor area or one per every three employees, whichever would be less. M3-1 are usually buffered from residential zones by M1 and M2 zones however in this case it is not.

Public Policy

Affected Area

Public policies applicable to the Affected Area are discussed below. The Proposed Action's consistency with policies is assessed in the With-Action Condition section of this chapter.

The Projected Development Site 1 is not located within the boundaries of a New York City Department of Housing Preservation and Development Urban Renewal Zone or Area, an

Economic Development Corporation Industrial Business Zone, or former In-Place Industrial Park. It is not located within the New York City Coastal Management Zone Boundary or the Jamaica Bay Watershed Protection Plan. Nor is the Affected Area subject to an adopted community-based 197-a Plan.

Though the Proposed Action is not a large publicly sponsored project, consistency with the City's OneNYC for sustainability is provided below. In addition, the Proposed Action's consistency with "Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery" is provided below.

OneNYC

OneNYC is New York City's long-term strategy and Green New Deal to confront climate crisis, achieve equity, and strengthen democracy so that people can build a strong and fair city. It covers eight strategies: a vibrant democracy, an inclusive economy, thriving neighborhoods, healthy lives, equity and excellence in education, a livable climate, efficient mobility, and modern infrastructure.

Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery

Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery aims to accelerate job creation and make communities more resilient to future environmental and public health emergencies, financially stronger, and more connected. It contains five main strategies, including

1. Restarting the city's economic engines and reactivating the public realm, supporting small businesses, entrepreneurship, and a more equitable economy
2. Driving inclusive sector growth
3. Building a future-focused economy
4. Connecting New Yorkers to quality jobs and in-demand skills
5. Planning and building for inclusive growth now and in the future

OneNYC initiatives are supported by the ongoing construction of the as-of-right new multi-family housing, as well as community facility uses on an underbuilt land.

Transit Zone

The Projected Development Site is located within the Greater Transit Zone boundary which are mapped to encompass neighborhoods that are dense, proximate to public transportation options, and where car ownership rates are lowest. In a Transit Zone, no off-street parking spaces are required for qualifying affordable units, and discretionary actions allow for the removal of parking spaces that were previously required, or the reduction of spaces that would normally need to be built for certain other housing types. Specifically, Projected Development Site 1 is within an Outer Transit Zone where off-street parking is required for 25% of dwelling units, qualifying affordable or senior units are waived, and the requirement is overall waived below 15 spaces. For community facility and commercial uses, parking varies by use.

FRESH Program

The Projected Development Site is also located within *Food Retail Expansion to Support Health (FRESH) Program.* FRESH zones designate areas where tax incentives are available for the development of a grocery store that sells fresh fruits and vegetables.

Study Area

The policies discussed above are applicable to both the Affected Area and Study Area.

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

Land Use

Affected Area

Absent the Proposed Action, the newly constructed 108,118 gsf mixed-use community facility/residential building with 81 dwelling units and 41 accessory parking spaces would remain in the Existing Condition.

Study Area

No changes to land use are anticipated in the future without the Proposed Action. As such, the Existing Condition and Future No-Action Condition would be the same in terms of land use for the Study Area. The commercial uses along Wilson Avenue are nonconforming and predate the 1961 Zoning Resolution.

Zoning

Affected Area

In the future, without the Proposed Action, Proposed Development Site 1 would be subject to the requirement of the existing R6 zoning district. The existing building would remain unchanged as an as-of-right 108,118 gsf (73,852 zsf FAR 2.95) mixed use residential and community facility use building that includes 18,872 gsf (18,853 zsf FAR 0.75) of ground-floor community facility storefronts and 89,246 gsf (54,999 zsf FAR 2.2) residential use on floors two through five. It includes 81 dwelling units and 41 accessory parking spaces below ground. As such, the Future No-Action Condition would be the same in terms of zoning for the Affected Area.

Study Area

No changes to zoning are anticipated in the future without the Proposed Action. As such, the Existing Condition and Future No-Action Condition would be the same in terms of zoning for the Study Area. The commercial uses along Wilson Avenue will continue to be nonconforming.

Public Policy

Affected Area
OneNYC initiatives are supported by constructing new multi-family housing, as well as community facility uses on an underbuilt land. No other changes to public policies are anticipated in the future without the Proposed Action. As such, the Existing Condition and Future No-Action Condition would be the same in terms of public policies in the Affected Area.

Study Area
The policies discussed above are applicable to both the Affected Area and Study Area.

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

As described in Chapter A, the Proposed Action consists of a Zoning Map amendment to facilitate ground-floor commercial use in the existing as-of-right five-story 108,118 gsf mixed-use building, with 89,246 gsf of residential use, 994 gsf of community facility space and 17,878 gsf of commercial space. The building includes 81 dwelling units and 41 accessory parking spaces.

The remainder of the Project Area (Block 3154, Lots 29-33, 35 and 36) is anticipated to remain in its existing conditions, but any ground-floor commercial uses would be legalized.

Land Use

Affected Area
In the future with the Proposed Action some of the community facility space would be converted to commercial retail to serve the local neighborhood.

Study Area
The Proposed Action would not affect land uses in the surrounding Study Area however some nonconforming ground floor commercial uses along Wilson Avenue would be legalized by the commercial overlay.

Zoning

Affected Area
In the future with the Proposed Action, the proposed rezoning would facilitate ground-floor commercial use in the as-of-right five-story (55-foot) mixed-use building with 108,118 gsf (73,852 zsf FAR 2.95). This includes 89,246 gsf (54,999 zsf FAR 2.2) of residential use (maximum permitted residential FAR 2.2) with 81 DUs, 994 gsf (994 zsf FAR 0.04) of community facility space (maximum permitted community facility FAR 4.8) and 17,878 gsf (17,859 zsf FAR 0.75) of commercial space (maximum permitted commercial FAR 2.0). In R6 zoning districts within Outer Transit Zones parking is required for 25% of the dwelling units (21 spaces), one space per 800 sf of community

facility space (none- 3 spaces required, 25 or less can be waived) and one space per 1,000 sf of commercial space (18 spaces) for a total of 39 required accessory parking spaces. Forty-one accessory parking spaces would be provided below grade, accessible via a new curb cut along Noll Street.

Study Area
With the addition of the C2-4 commercial overlay to the existing R6 zoning district, the remainder of the Project Area (Block 3154, Lots 29-33, 35 and 36) is anticipated to remain in their existing conditions, but any existing or future ground-floor commercial uses would be legalized.

Public Policy

Affected Area
The Proposed Action would support the OneNYC strategies in terms of an inclusive economy and thriving neighborhoods by creating new job opportunities within the proposed commercial spaces. Therefore, the Proposed Action would not conflict with this public policy.

Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery

The Proposed Development would provide new-built spaces for local retail, increase the community's economic diversity, and create quality jobs for New Yorkers. Thus, the Proposed Action is supportive of this policy.

No other changes to the Affected Area's applicable public policies are proposed as part of the Proposed Action.

Study Area
The Proposed Development would provide the opportunity for new spaces for local retail, increase the community's economic diversity, and create quality jobs for New Yorkers. Thus, the Proposed Action is supportive of this policy. No other changes to applicable Secondary Affected Area public policies are anticipated as part of the Proposed Action. The consistency of the Proposed Action on the Study Area's public policies is discussed in the "Assessment" section, below.

ASSESSMENT

LAND USE

Affected Area
According to the criteria set forth in Section 410 in Chapter 4 of the *2025 CEQR Technical Manual*, the Proposed Action would not result in significant adverse impacts on land use. The Proposed

Action would facilitate commercial retail and service establishments catering to the local neighborhood.

Study Area
No land use changes would be made to the remainder of the Study Area, and no new development would occur. The rezoning would legalize the nonconforming ground floor commercial uses within the remainder of the Project Area. As such, the Proposed Action would have no substantive effect on land use in the Study Area.

Conclusion
The Proposed Action would not result in new land uses inconsistent with the character of the surrounding area. Rather, the Proposed Action is intended to encourage, preserve and legalize existing land uses on the Projected Development Site, which serves the surrounding residential areas. This change is appropriate, as most of the ground floor uses along this section of Wilson Avenue are commercial. Therefore, no significant adverse impacts related to land use would occur because of the Proposed Action.

Zoning

Affected Area
The Projected Development Site 1 is in an R6 district which does not permit commercial use. The Proposed Action would permit flexibility to provide both commercial and community facility uses at the ground floor which would also ensure the ground-floor is occupied and prevent inactive ground floor condition for these frontages.

Study Area
Nonconforming commercial uses predating the 1961 Zoning Resolution exist along Wilson Avenue. The overlay would legalize pre-existing commercial uses present in the Project Area fronting Wilson Avenue and enable those uses to continue to operate in the future, reinforcing the vibrancy of Wilson Avenue, a longtime mixed-use corridor.

Conclusion
In addition to permitting commercial services for new residents and the surrounding community, the C2-4 overlay would serve to activate this area of Wilson Avenue, Noll Street and George Street with additional pedestrian traffic, thereby promoting the vibrancy of this area, while providing storefront space for neighborhood services. The flexibility to provide both a commercial and community facility use at the ground floor would also ensure the ground-floor is occupied, to prevent in inactive ground floor condition for these frontages. Therefore, no adverse impacts related to zoning would occur because of the Proposed Action.

Public Policy

Affected Area
The Proposed Development would provide new-built spaces for local retail, increase the community's economic diversity, and create quality jobs for New Yorkers. Thus, the Proposed Action is supportive of this policy.

Study Area
The Proposed Development would provide the opportunity for new spaces for local retail, increase the community's economic diversity, and create quality jobs for New Yorkers within the larger Study Area.

Conclusion
The Proposed Action would encourage active ground-floor commercial which would be consistent with land use and zoning patterns in the surrounding area and would have no conflict with public policies. The Proposed Action would also not result in significant material changes to existing regulations or policy. Additional local retail would promote pedestrian activity and provide goods and services for additional residential use within a Transit Zone. As such, no impact would result on public policies in the future with the Proposed Action. Therefore, no significant adverse impacts are anticipated on public policies, and no further analysis is warranted.

Transportation

A. INTRODUCTION

Pursuant to the guidance of the *2025 City Environmental Quality Review (CEQR) Technical Manual*, this chapter examines the potential effects of the Proposed Actions on the Project Area's transportation systems. Specifically, a reasonable worst-case development scenario (RWCDS) for future with the Proposed Actions (the With-Action scenario) and future without the Proposed Actions (the No-Action scenario) are analyzed to determine the potential for significant adverse transportation impacts of the Proposed Actions. If transportation impacts are warranted, this chapter would also identify improvement measures that are appropriate to address those impacts.

Project Area

The Applicant and owner of 150 Noll Street (Block 3154, Lot 7501) in the Bushwick neighborhood of Brooklyn Community District 4, seeks an amendment to the Zoning Map (13b) to include a C2-4 overlay on the existing R6 zoning district.

The Projected Development Site 1 (Block 3154, Lot 7501) is a 25,000 square-foot (sf) through lot improved with an as-of-right five-story mixed-use building. The building includes 81 dwelling units on floors two through five and the ground-floor space is occupied with community facility storefronts.

In addition to the Proposed Development Site 1, the overlay would also include Block 3154, Lots 29-33, 35 and 36 (the "Project Area"). The Project Area is bounded by Noll Street, a one-way southbound roadway on the west; Central Avenue, a one-way eastbound roadway on the south; George Street, a one-way northbound roadway on the east; and Wilson Avenue, a two-way east-westbound roadway on the north.

Projected Development Sites

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

- Block 3154, Lot 7501: Projected Development Site 1 in the With-Action condition (owned by the Applicant).

EXISTING CONDITIONS

The Projected Development Site 1 is developed with the full FAR granted by the existing R6 zoning. The as-of-right 108,118 gsf mixed use residential and community facility use building includes 18,872 gsf of ground-floor community facility storefronts and 89,246 gsf residential use

on floors two through five. It includes 81 dwelling units and 41 accessory parking spaces below ground.

NO-ACTION SCENARIO

Absent the Proposed Actions, the Projected Development Site 1 would remain as a five-story mixed use building comprising 81 residential dwelling units, 18,852 gsf of community facility (medical office) space, and 41 on-site accessory parking spaces, as summarized in **Table 1**.

WITH-ACTION SCENARIO

The Proposed Actions would result in the development of a five-story mixed use building comprising 81 residential dwelling units, 17,878 gsf of commercial local retail space, and 994 gsf of community facility (medical office) space, as summarized in **Table 1**. The Proposed Actions would also provide an on-site accessory parking garage with 41 spaces, accessible via curb cuts on Noll Street.

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

Land Use	Existing	No-Action	With-Action	Increment
Residential d.u.	**0**	**81 d.u.**	**81 d.u.**	**0**
Local Retail (gsf)	**0**	**0**	**17,878 gsf**	**+ 17,878 gsf**
Community Facility (Medical Office) (gsf)	**0**	**18,872 gsf**	**994 gsf**	**- 17,878 gsf**
Accessory Parking	**0**	**41**	**41**	**0**

Source: Plan Set

B. METHODOLOGY

Analysis Framework

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

Increment

The Proposed Actions would result in a net increase of 17,878 gsf of commercial retail (local) space, along with a net decrease of 17,878 gsf of community facility (medical office) space, as summarized in **Table 1**.

Principal Conclusions

The following detailed trip generation (Level 1 Screening) and trip assignment (Level 2 Screening) analyses have been conducted for the project increment scenario, as are summarized in **Table 1.**

Based on the *2025 CEQR Technical Manual thresholds, the* results of trip generation analysis (Level 1 screening), as shown in **Tables 2 through 4** in the **Appendix A: Transportation** for Weekday and Saturday peak hours, are summarized in the table below.

Peak Hour	Person Trips	Vehicle Trips	Subway Trips	Bus Trips	Walk/Other Trips	Pedestrian Trips
AM peak hr.	167	2	-7	-9	182	166
MD peak hr.	338	19	-3	-7	330	320
PM peak hr.	551	41	8	0	495	503
Sat.MD peak hr.	638	48	7	-1	576	582

Traffic and Parking

Based on the results of trip generation (Level 1) analyses, it is concluded that in the future with the Proposed Actions, none of the intersections in the study area would experience 50 or more peak hour vehicle trip-ends, as summarized in **Table 4 (Appendix A: Transportation)**. Therefore, in accordance with the *CEQR Technical Manual* 50-vehicle trip-ends threshold, the vehicular trip-ends generated by the Proposed Actions would not result in any conditions that would require a detailed assessment of traffic and parking impacts.

Parking

The Proposed Actions would provide a total of 41 accessory parking spaces. The proposed off-street parking garage could be accessed via curb cuts along the east side of Noll Street. The Proposed Actions would screen for detailed vehicular traffic analysis, and per the *CEQR Technical Manual*, no detailed parking assessment would be required.

Transit

Subway

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

Bus

Based on the results of the trip generation screening analysis, the Proposed Actions would generate fewer bus trips than 50 peak hour bus trip-ends during any peak hour, as summarized in **Table 3 (Appendix A: Transportation)** for the AM and PM peak hour periods, respectively. Therefore, in accordance with the *CEQR Technical Manual* 200 bus trip-ends threshold/50 or more peak hour bus trip-ends in one direction along a bus route during any peak hour, the bus trip-ends generated by the Proposed Actions would not result in any conditions requiring a detailed assessment of bus impacts.

Pedestrian

Based on the results of the trip generation **Table 3,** and trip assignment **Figures 1 through 3 (Appendix A: Transportation)** analyses, in the future with the Proposed Actions, none of the pedestrian elements in the study area would experience 200 or more peak hour pedestrian trip-ends. Therefore, in accordance with the *CEQR Technical Manual* 200 pedestrian trip-ends threshold per pedestrian element, a detailed assessment of pedestrian impacts would not be required.

C. TRANSPORTATION PLANNING ASSUMPTIONS

Trip generation factors for the Proposed Actions were determined based on information from the *2025 City Environmental Quality Review (CEQR) Technical Manual*, trip generation and modal split data provided by the NYCDOT, and other approved EASs and EISs. The travel demand assumptions and trip generation sources are summarized in **Table 2 (Appendix A: Transportation)** and detailed below.

Local Retail Development

The *2025 CEQR Technical Manual Table 16-2* was utilized for trip generation rates, including daily temporal distribution (peak hours), and truck trip rates. Directional split and modal split information is based on NYCDOT Trip Generation Surveys. Vehicle occupancy rates are provided by NYCDOT, based on the survey results for a similar local retail space, located within a ½ mile

radius of a subway station in Brooklyn (Brooklyn Transit Zone), as is summarized in **Table 2 (Appendix A: Transportation)**.

The estimated modal split results for local commercial retail use found that approximately 11% would travel by car, 0% would travel by taxi, 2% would travel by bus, 3% would travel by subway, and 84% would travel by foot.

Medical Office Development

The *2025 CEQR Technical Manual Table 16-2* was utilized for trip generation rates and daily temporal distribution (peak hours). Directional split, modal split information and vehicle occupancy rates are based on NYCDOT Trip Generation Surveys. Truck trip rates are based on the *2024 Atlantic Avenue Mixed-Use Plan FEIS Table 13-7*, as is summarized in **Table 2 (Appendix A: Transportation)**.

The estimated modal split results for medical office use found that approximately 22% would travel by car, 4% would travel by taxi, 13% would travel by bus, 13% would travel by subway, and 48% would travel by foot.

D. PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENTS

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

LEVEL 1 SCREENING ASSESSMENTS

A Level 1 trip generation screening assessment was conducted for the project increment, as summarized in **Table 1,** to estimate the numbers of person and vehicle trip-ends by mode generated by the Proposed Actions during the Weekday AM, Midday, PM, and Saturday peak

hours, as summarized in **Tables 2, 3 and 4 (Appendix A: Transportation)**. These trip estimates were then compared to the *2025 CEQR Technical Manual* thresholds to determine if a Level 2 screening and/or quantified operational analyses would be warranted.

The Proposed Actions would generate a total of 167, 338, 551, and 638 net person trip-ends, 2 (-1 inbound and 3 outbound), 19 (9 inbound and 10 outbound), 41 (22 inbound and 19 outbound), and 48 (23 inbound and 25 outbound) net vehicle trip-ends; -7, -3, 8, and 7 net subway trip-ends; -9, -7, 0, and -1 net bus trip-ends; and 166, 320, 503, and 582 net pedestrian trip-ends, during the Weekday AM, Midday, PM, and Saturday Midday peak hours, respectively. Based on the results of trips generated by the Proposed Actions, as summarized in **Tables 3 and 4 (Appendix A: Transportation)**, a Level 2 pedestrian assessment would be required for Weekday Midday, PM, and Saturday Midday peak hour, as detailed below.

LEVEL 2 SCREENING ASSESSMENTS

A Level 2 screening assessment involves the distribution and assignment of projected trips to the transportation network and the determination of whether specific locations are expected to experience incremental trips exceeding *CEQR Technical Manual* thresholds. Typically, if the results of this analysis show that the Proposed Actions would result in 50 or more peak hour vehicle trip-ends through an intersection, 50 or more peak hour bus trip-ends on a bus route in a single direction, 200 or more peak hour subway trip-ends per station, or 200 or more peak hour pedestrian trip-ends per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, pedestrian, and parking impacts.

VEHICLE TRIPS

Vehicular Trip-Ends

The Proposed Actions would generate a total of 2 (-1 inbound and 3 outbound), 19 (9 inbound and 10 outbound), 41 (22 inbound and 19 outbound), and 48 (23 inbound and 25 outbound) net vehicle trip-ends, during the weekday AM, Midday, PM, and Saturday Midday Peak hour periods, respectively. Therefore, in accordance with the *CEQR Technical Manual* 50-vehicle trip-end threshold, the vehicular trip-ends generated by the Proposed Actions would not result in any conditions that would require a detailed assessment of traffic and parking impacts.

Parking

The Proposed Actions would provide an on-site accessory parking garage for a total of 41 parking spaces. The proposed off-street parking garage could be accessed via curb cuts along the east side of Noll Street. The Proposed Actions would screen for vehicular traffic detailed analysis, and per the *CEQR Technical Manual,* no detailed parking assessment would be required.

TRANSIT TRIPS

Bus Trip-Ends

The Proposed Actions would generate a total of -9 and 0 net bus trip-ends during the Weekday AM and PM peak hour time periods, respectively, as summarized in **Table 3 (Appendix A: Transportation)**. Currently two bus routes serve the Project Area, including Bus Route B60, which runs east-westbound along Wilson Avenue; and Bus Route B57 which runs east-westbound along Flushing Avenue in the study area. The Proposed Actions would generate fewer than 50 peak hour bus trip-ends in one direction along a bus route during any peak hour period, and in accordance with the *CEQR Technical Manual* criteria, would not result in any conditions that would typically trigger the need for a detailed assessment of bus impacts.

Subway Trip-Ends

The Proposed Actions would generate a total of -7 and 8 net subway trip-ends during the AM and PM peak hour time periods, respectively, as summarized in **Table 3 (Appendix A: Transportation)**. Currently there are two subway stations in the study area. The Morgan Avenue subway station of Line L trains is located within 0.3 miles north of the Project Site, and the Central Avenue subway station of Line M trains is located within 0.5 miles southeast of the Project Site. The Proposed Actions would generate fewer than 200 subway trip-ends per subway station during any peak hour time periods, and in accordance with *CEQR Technical Manual* criteria, would not result in any conditions that would typically trigger the need for a detailed assessment of subway impacts.

PEDESTRIAN TRIPS

The Proposed Actions would generate a total of 166, 320, 503, and 582 net pedestrian trip-ends during the Weekday AM, Midday, PM, and Saturday Midday peak hour periods, respectively. Based on the results of the trip generation **Table 3** and trip assignment **Figures 1 through 3 (Appendix A: Transportation)** analyses, for the Weekday Midday, PM, and Saturday Midday peak hour, it is concluded that in the future with the Proposed Actions, none of the pedestrian elements in the study area would experience 200 or more peak hour pedestrian trip-ends. Therefore, in accordance with the *CEQR Technical Manual* 200 pedestrian trip-ends threshold per pedestrian element, a detailed assessment of pedestrian impacts would not be required.

E. CONCLUSION

In accordance with the threshold guidelines as detailed in the *2025 CEQR Technical Manual*, the Proposed Actions are not expected to result in significant adverse impacts related to transportation. Specifically, the Proposed Actions are unlikely to have a significant adverse impact on the neighborhood's traffic, parking, transit, and pedestrian movements.

Disadvantaged Community Assessment

A. INTRODUCTION

Effective 30 December 2024, Section 8-0109(2)(k) of the New York State Environmental Conservation Law requires that environmental reviews to include a statement of the effects of the Proposed Actions on disadvantaged communities, including whether the action may cause or increase a disproportionate pollution burden. The *2025 City Environmental Quality Review (CEQR) Technical Manual* predates these revisions to the Environmental Conservation Law and does not provide guidance regarding the scope of this analysis. On January 29, 2025, the New York State Department of Environmental Conservation (NYSDEC) proposed draft revisions to its *State Environmental Quality Review Act* (SEQRA) regulations (6 NYCRR Part 617) to implement this new statutory provision.

This assessment considers the impacts that have been identified pursuant to the CEQR Technical Manual as well as applicable guidance from NYSDEC in determining whether the Proposed Actions would result in disproportionate impacts on disadvantaged communities.

B. METHODOLOGY

The Disadvantaged Communities Assessment was conducted following the guidance provided by the NYSDEC and the City of New York's Environmental Justice (EJ) policies. The assessment is conducted pursuant to NYSDEC guidance for Projects requiring a CEQR EAS Short Form, and is structured as follows:

Identification of Disadvantaged Community Status

- New York State Disadvantaged Communities Assessment Tool (DACAT): This GIS-based tool identifies census tracts designated as disadvantaged communities (DAC) based on data from the Climate Justice Working Group (CJWG).

- Geospatial Analysis: The project location was mapped and measured for proximity to the nearest designated disadvantaged community, ensuring compliance with the ½-mile buffer analysis specified in the assessment requirements.

Assessment of Potential Impacts

If the Project Site is found to be within, or within ½ mile of a disadvantaged community, or if the Proposed Action(s) could affect a disadvantaged community, further assessment is required. If either of these conditions are met, potential direct and indirect impacts to nearby disadvantaged communities are evaluated to determine if the proposed project would create any new sources of pollution or increase pollution from existing sources in the following categories:

- Air Quality Impacts
- Noise Pollution
- Light Pollution
- Wastewater Treatment or Wastewater Discharges
- Stormwater and Flooding Considerations, Solid and Hazardous Waste Management
- Odor Impacts

The assessment considers the impacts that have been identified pursuant to the *CEQR Technical Manual* as well as applicable guidance from NYSDEC in determining whether the Proposed Actions would result in disproportionate impacts on disadvantaged communities.

C. ASSESSMENT

Preliminary Assessment

The Applicant and owner of 150 Noll Street (Block 3154, Lot 7501) in the Bushwick neighborhood of Brooklyn Community District 4 (Projected Development Site), seeks an amendment to the Zoning Map (13b) to include a C2-4 overlay on the existing R6 zoning district. In addition to the Proposed Development Site, the overlay would include Block 3154, Lots 29-33, 35 and 36 (the Project Area). The Projected Development Site is located within a disadvantaged community identified as having comparatively lower burdens and vulnerabilities and within a ½ mile of a disadvantaged community identified as having comparatively higher burdens and vulnerabilities, as indicated below:



The Proposed Action is requested to facilitate ground floor commercial use on the Projected Development Site 1 where commercial use is not permitted as-of-right, as well as legalizing existing commercial uses within the Project Area. No additional floor area is proposed for the Project Area. (See **Table 1: Existing, No-Action and With-Action Comparison** in Chapter A).

Conclusion

Although the Study Area affected by the Proposed Action would affect census tracts comprised of Disadvantaged Communities (DACs), both higher and lower vulnerability levels, the Proposed Action would not have the potential to result in significant adverse impacts to any *CEQR* technical areas. Further, the commercial uses would serve the local population, while maintaining compliance with environmental regulations and best practices.

Accordingly, the Proposed Action would not disproportionately affect disadvantaged communities and would not cause or increase a disproportionate pollution burden on disadvantaged communities.

Appendix A
Transportation

Table 2 : Transportation Planning Factors
150 Noll Street, Brooklyn NY

Land Use:	***Local Retail***		***Medical Office***	
	gsf		***gsf***	
Size/Units:	***17,859***		***-17,859***	
Trip Generation:	**(1)**		**(1)**	
Weekday	329		66.626x+141.77	
Saturday	358		37	
	per 1,000 gsf		x=size of gsf in 1,000 sf	
Linked-Trip:	0%		0%	
Temporal Distribution:	**(1)**		**(1)**	
AM Peak Hour	4.8%		11.0%	
MD Peak Hour	8%		12.6%	
PM Peak Hour	10.9%		8.5%	
Saturday Midday Peak Hour	11.7%		16.6%	
	(2)		**(2)**	
Modal Split :	All Periods		All Periods	
Auto	11%		22%	
Taxi	0%		4%	
Subway	3%		13%	
Bus	2%		13%	
Walk & Other	84%		48%	
Total	100%		100%	
	(2)		**(2)**	
In/Out Splits:	In	Out	In	Out
AM Peak Hour	52%	48%	62%	38%
MD Peak Hour	50%	50%	53%	47%
PM Peak Hour	50%	50%	39%	61%
Saturday Midday Peak Hour	50%	50%	54%	46%
Vehicle Occupancy:	**(2)**		**(2)**	
	All Periods		All Periods	
Auto	1.2		1.5	
Taxi	1.2		1.5	
Truck Trip Generation:	**(1)**		**(3)**	
Weekday	0.35		0.29	
Saturday	0.04		0.29	
	per 1,000 gsf		per 1,000 gsf	
	(1)		**(3)**	
AM Peak Hour	8.0%		3.0%	
MD Peak Hour	11.0%		11.0%	
PM Peak Hour	2.0%		1.0%	
Saturday Midday Peak Hour	11.0%		0.0%	
Truck In/Out Splits:	In	Out	In	Out
AM/MD/PM/Sat.Midday	50%	50%	50%	50%

Sources:

(1)-2025 CEQR Technical Manual, Table 16-2.

(2)-Based on NYCDOT Trip Generation Surveys.

(3)-2024 Atlantic Avenue Mixed-Use Plan FEIS, Table 13-7.

Table 3 : Estimated Person Trips

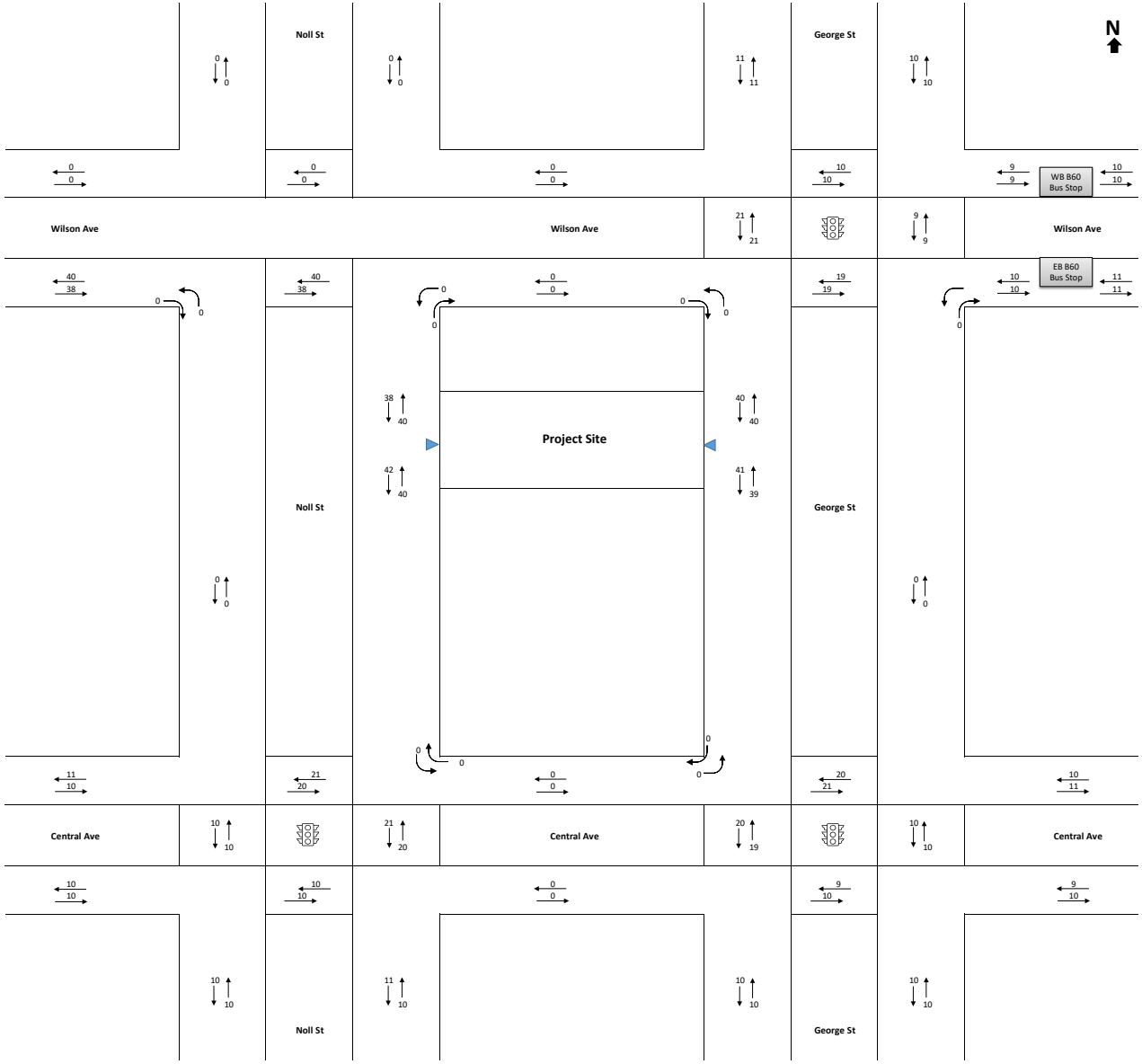
150 Noll Street, Brooklyn NY

Land Use:	***Local Retail***		***Medical Office***		Total Net Demand		subway
	gsf		***gsf***				bus
Size/Units:	***17,859***		***-17,859***				walk
							Pedestrian
Peak hour Trips							volumes
AM Peak Hour	282		-115		167		
Midday Peak Hour	470		-132		338		
PM Peak Hour	640		-89		551		
Saturday Midday Peak Hour	748		-110		638		
Person Trips:							
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	16	15	-16	-10	0	5	
Taxi	0	0	-3	-2	-3	-2	
Subway	4	4	-9	-6	-5	-2	-7
Bus	3	3	-9	-6	-6	-3	-9
Walk & Other	123	114	-34	-21	89	93	182
Total	146	136	-71	-45	75	91	166
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	26	26	-15	-14	11	12	
Taxi	0	0	-3	-2	-3	-2	
Subway	7	7	-9	-8	-2	-1	-3
Bus	5	5	-9	-8	-4	-3	-7
Walk & Other	197	197	-34	-30	163	167	330
Total	235	235	-70	-62	165	173	320
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	35	35	-8	-12	27	23	
Taxi	0	0	-1	-2	-1	-2	
Subway	10	10	-5	-7	5	3	8
Bus	6	6	-5	-7	1	-1	0
Walk & Other	269	269	-17	-26	252	243	495
Total	320	320	-36	-54	284	266	503
Saturday Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	41	41	-13	-11	28	30	
Taxi	0	0	-2	-2	-2	-2	
Subway	11	11	-8	-7	3	4	7
Bus	7	7	-8	-7	-1	0	-1
Walk & Other	314	314	-28	-24	286	290	576
Total	373	373	-59	-51	314	322	582

Table 4 : Estimated Vehicular Trips

150 Noll Street, Brooklyn NY

Land Use:	*Local Retail*		*Medical Office*		Total Net Demand		Total Vehicle Trip-ends
	gsf		*gsf*				
Size/Units:	*17,859*		*-17,859*				
Vehicular Trips							
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	13	13	-11	-7	2	6	8
Taxi	0	0	-2	-1	-2	-1	-3
Taxi (Balanced)	0	0	-3	-3	-3	-3	-6
Truck(Balanced)	0	0	0	0	0	0	0
Total	13	13	-14	-10	-1	3	2
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	22	22	-10	-9	12	13	25
Taxi	0	0	-2	-1	-2	-1	-3
Taxi (Balanced)	0	0	-3	-3	-3	-3	-6
Truck(Balanced)	0	0	0	0	0	0	0
Total	22	22	-13	-12	9	10	19
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	29	29	-5	-8	24	21	45
Taxi	0	0	-1	-1	-1	-1	-2
Taxi (Balanced)	0	0	-2	-2	-2	-2	-4
Truck(Balanced)	0	0	0	0	0	0	0
Total	29	29	-7	-10	22	19	41
Saturay Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	34	34	-9	-7	25	27	52
Taxi	0	0	-1	-1	-1	-1	-2
Taxi (Balanced)	0	0	-2	-2	-2	-2	-4
Truck(Balanced)	0	0	0	0	0	0	0
Total	34	34	-11	-9	23	25	48

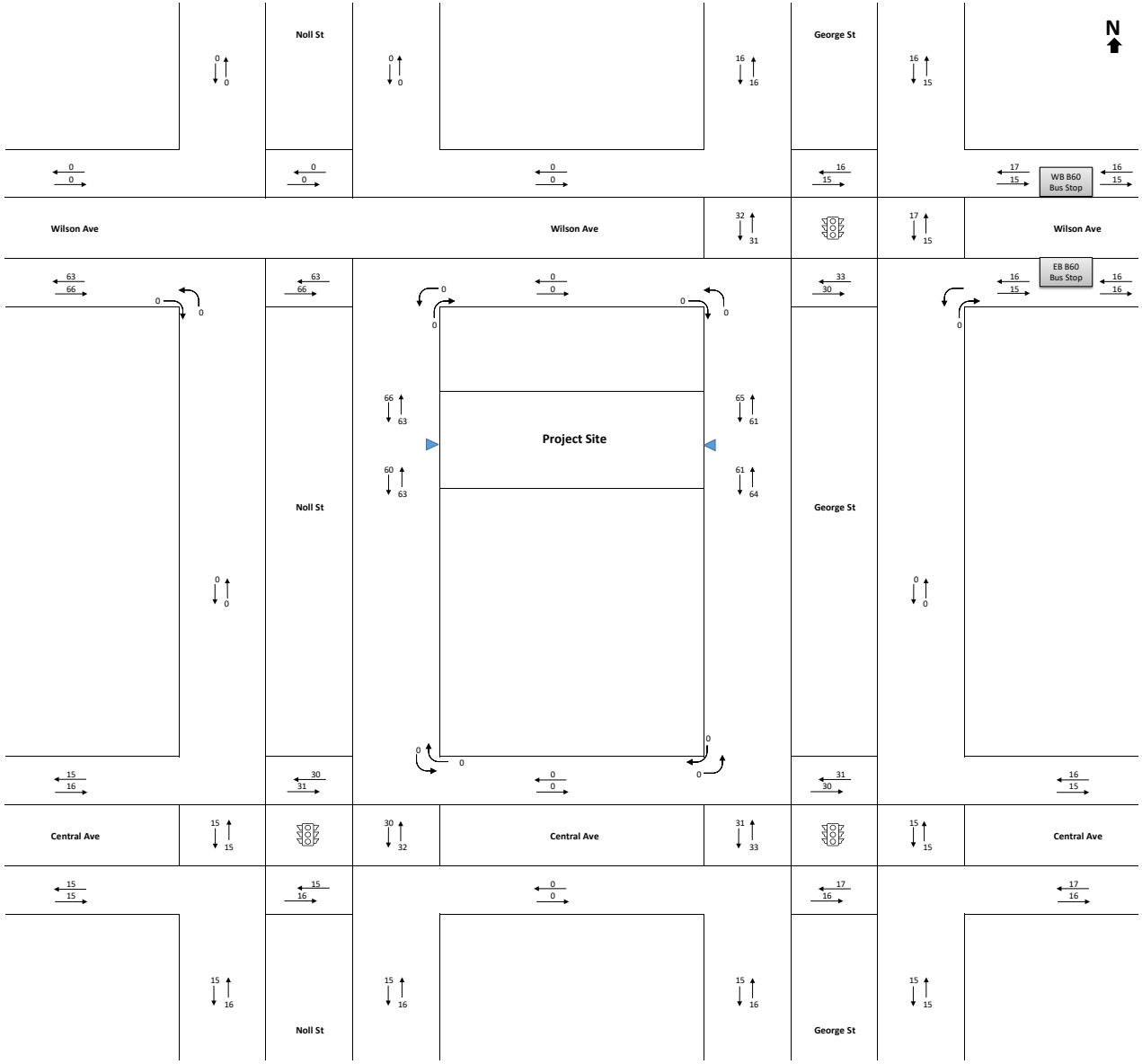


	Total	In	Out
Walk & Other	330	163	167
Subway	-3	-2	-1
Bus	-7	-4	-3
Total	320	157	163

Project Generated Pedestrian Trips

Weekday Midday Peak Hour

Figure 1

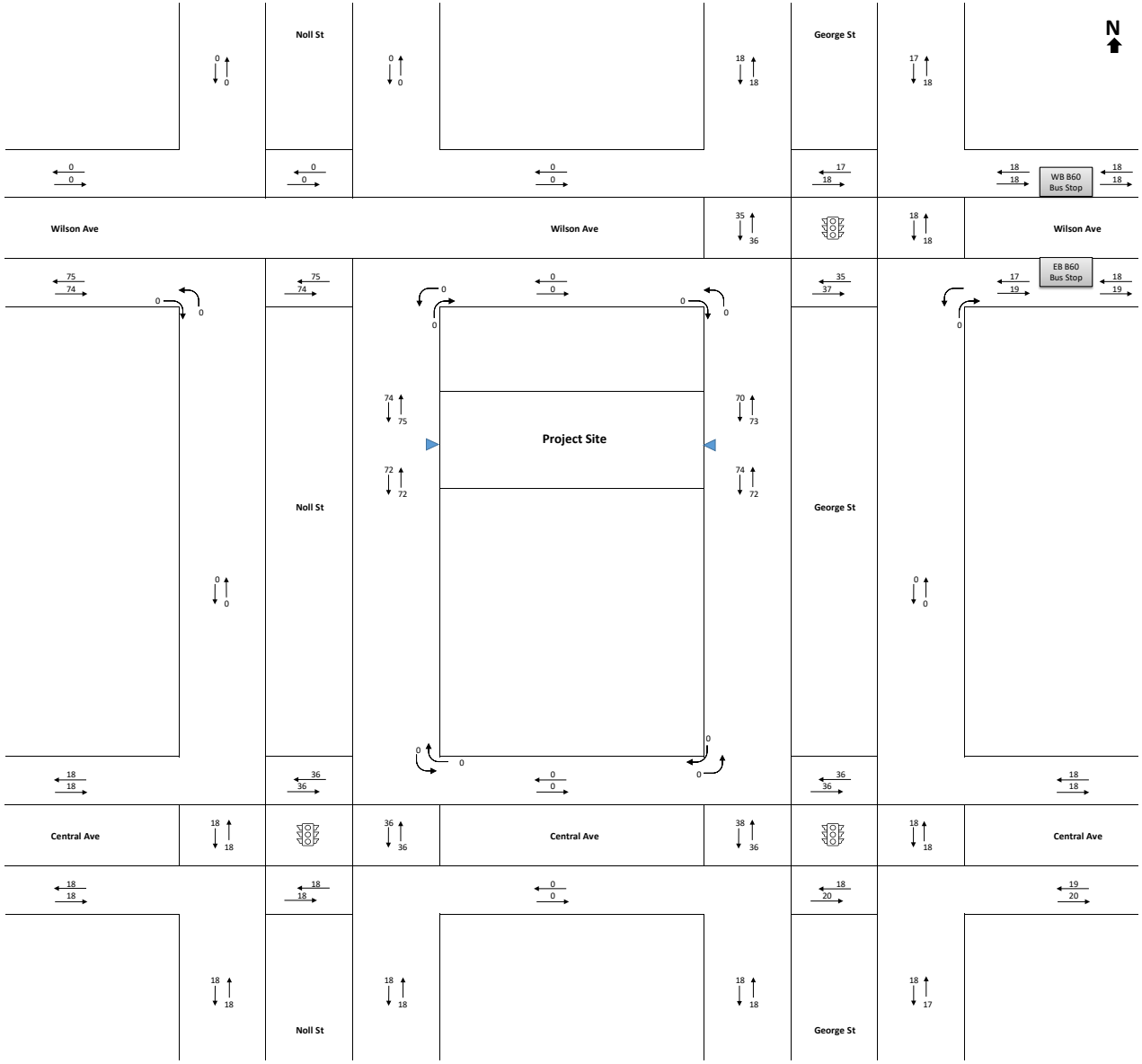


	Total	In	Out
Walk & Other	495	252	243
Subway	8	5	3
Bus	0	1	-1
Total	503	258	245

Project Generated Pedestrian Trips

Weekday PM Peak Hour

Figure 2



	Total	In	Out
Walk & Other	576	286	290
Subway	7	3	4
Bus	-1	-1	0
Total	582	288	294

Project Generated Pedestrian Trips

Saturday MD Peak Hour

Figure 3