18.0 Neighborhood Character

Introduction

This chapter assesses the Proposed Actions' potential effects on neighborhood character. As defined in the *City Environmental Quality Review (CEQR) Technical Manual*, neighborhood character is an amalgam of various elements that give a neighborhood its distinct "personality." These elements may include a neighborhood's land use, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, and/or noise conditions; but not all of these elements contribute to neighborhood character in all cases. An assessment of neighborhood character per the 2021 *CEQR Technical Manual* first identifies the defining features of the neighborhood and then evaluates whether the project or action has the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in relevant technical analysis areas. Thus, to determine the effects of a proposed action on neighborhood character, the salient features of neighborhood character are considered together. According to the 2021 *CEQR Technical Manual*, neighborhood character impacts are rare, and it would be unusual that, in the absence of a significant adverse impact in any of the relevant technical areas, a combination of moderate effects to the neighborhood would result in an impact to neighborhood character. Moreover, a significant impact identified in one of the technical areas that contribute to a neighborhood's character is not automatically equivalent to a significant impact on neighborhood character, but rather serves as an indication that neighborhood character should be examined.

As described in **Chapter 1, Project Description,** the Atlantic Avenue Mixed-Use Plan (AAMUP) proposal consists of a series of land use actions (collectively, the Proposed Actions) intended to facilitate the implementation of a neighborhood land-use plan conducted along Atlantic Avenue and neighboring blocks in northwestern Crown Heights, southern Bedford-Stuyvesant, and northeastern Prospect Heights in partnership with elected officials, City agencies, community boards, and local stakeholders. The Proposed Actions are intended to reinvigorate portions of the 120-foot-wide Atlantic Avenue thoroughfare and surrounding blocks and help mitigate the regional housing crisis by allowing development of new housing, including affordable housing, and facilitating economic opportunity and growth of local services and jobs in an area that has excellent public transit access and is near the employment hubs of Downtown Brooklyn and Lower Manhattan.

The directly affected area (or Project Area) comprises an approximately 21-block area primarily along Atlantic Avenue in Brooklyn Community District (CD) 3, and 8, and is bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south. In addition, the Project Area includes non-contiguous areas on portions of two blocks in Prospect Heights and one block in Bedford-Stuyvesant, which are bound by:

- 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.
- Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west, and Marcy Avenue to the east.

In response to the comments received on the Draft Scope of Work, two additional development sites (Projected Development Sites 53 and 55) have been included in environmental analysis to account for development that could be facilitated by future discretionary actions not subject to the current ULURP application associated with the Proposed Actions. These two separate, non-contiguous sites in CD 2 and 8 are on a portion of two blocks bounded by:

- Fulton Street to the north, Atlantic Avenue to the south, Carlton Avenue to the west, and Clermont Avenue to the east.
- Prospect Place to the north, Park Place to the south, New York Avenue to the west, and Brooklyn Avenue to the east.

In the 2034 Reasonable Worst-Case Development Scenario (RWCDS), the Proposed Actions would facilitate the incremental development of 5,143 DUs, 286,507 sf of local retail space, 50,410 sf of destination retail, 453,426 sf of office space, 48,548 sf of medical office, and 73,168 sf of other community facility space (excluding medical office) at 54 projected development sites as compared to the No-Action condition. The Proposed Actions would also result in an incremental decrease of 3,500 sf of other commercial space, 81,000 sf of auto-related space, and 160,276 sf of industrial space.

This chapter includes a preliminary assessment of neighborhood character, which was prepared in accordance with the 2021 *CEQR Technical Manual.* This chapter describes the defining features of the existing neighborhood character and considers the potential effects of the Proposed Actions on these defining features. The assessment relies on the technical analyses presented in the other chapters of this Environmental Impact Statement (EIS).

Principal Conclusions

The Proposed Actions would alter neighborhood character in the primary study area but would not result in a significant adverse impact on neighborhood character. The Proposed Actions would not result in significant adverse impacts to land use, zoning, and public policy; socioeconomic conditions; urban design and visual resources; or noise. Although the Proposed Actions would result in significant adverse impacts with respect to open space, historic resources, shadows, and transportation (traffic, transit and pedestrians), these impacts would not result in significant adverse impact to determining elements of neighborhood character.

The Proposed Actions would facilitate an area-wide rezoning that would expand the allowable uses and increase density to spur the growth of jobs and housing in a transit-rich area accessible to both the local subway system and regional rail (LIRR) within a short commuting distance from Central Business Districts, such as Downtown Brooklyn and Lower Manhattan. The zoning changes would replace outdated low density manufacturing with new zoning that promotes a greater mix of uses, including residential uses, and supports growth and development in appropriate locations. Without the zoning changes, the primary Study Area would remain unchanged, underdeveloped and underutilized, and any future development that will occur would do so in a piecemeal manner without the benefit of a comprehensive plan to coordinate appropriate densities and urban design controls across the area. In addition, limited change would occur in the industrially zoned areas, exacerbating the lack of housing within the surrounding neighborhoods, especially for lower income populations. Absent a change in the neighborhood character, the Proposed Actions would not achieve their stated purposes and need.

The Proposed Actions would result in several adverse impacts related to Open Space, Shadows, Historic and Cultural Resources, Transportation, and Construction. However, none of these impacts, on their own or in tandem with one another, would result in a significant adverse impact to neighborhood character. Rather the Proposed Actions would serve to enhance neighborhood character, the Proposed Actions would support the redevelopment of lots along Atlantic Avenue and nearby corridors within the Project Area with new housing, a wider range of uses, and additional space for jobs, bringing new vibrancy and activity along the corridors, coupled with special zoning regulations along Atlantic Avenue that would require active ground floors and wider sidewalks by setting back buildings. The proposed zoning changes would provide for sufficient flexibility and variety of building envelopes that account for and are considerate of surrounding context with the tallest and highest density buildings concentrated along Atlantic Avenue due its 120-foot-wide width, while building height would step down along the north-south avenues—Grand Avenue, Bedford Avenue, and Classon Avenue—and then lower further on the mid-block, side streets permitting greater connectivity with the surrounding neighborhoods. Therefore, the Proposed Actions would not result in any significant adverse neighborhood character impacts.

Methodology

The 2021 *CEQR Technical Manual* states that an assessment of neighborhood character is needed when a proposed action has the potential to result in significant adverse impacts in any of the following technical areas: land use, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise. The 2021 *CEQR Technical Manual* states that, even if a proposed action does not have the potential to result in a significant adverse impact in any specific technical area(s), an assessment of neighborhood character may be required if the project would result in a combination of moderate effects to several elements that may cumulatively affect neighborhood character. A “moderate” effect is generally defined as an effect considered reasonably close to the significant adverse impact threshold for a particular analysis area. Based on the methodology provided in the 2021 *CEQR Technical Manual*, a screening analysis was conducted to determine the Proposed Actions’ effects on neighborhood character.

Study Areas

According to the 2021 *CEQR Technical Manual*, the study area for a preliminary assessment of neighborhood character is typically consistent with the study areas in the relevant technical areas assessed pursuant to CEQR that contribute to the defining features of the neighborhood. In the context of an area-wide rezoning, the study area boundaries of the preliminary assessment of neighborhood character are generally coterminous with those used in the analyses of land use and urban design. As shown in **Figure 18-1**, the study area for this assessment of neighborhood character comprises an area within a quarter mile (0.25-mile) radius around the Project Area.

Primary Study Area

This chapter identifies a primary study area and secondary study area; the primary study area consists of the directly affected area, comprising a 21-block area, including several frontages along Atlantic Avenue in Brooklyn CD 3 and 8, generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south, as well as two separate, non-contiguous areas on a portion of two blocks (see **Figure 18-1**) bounded by:

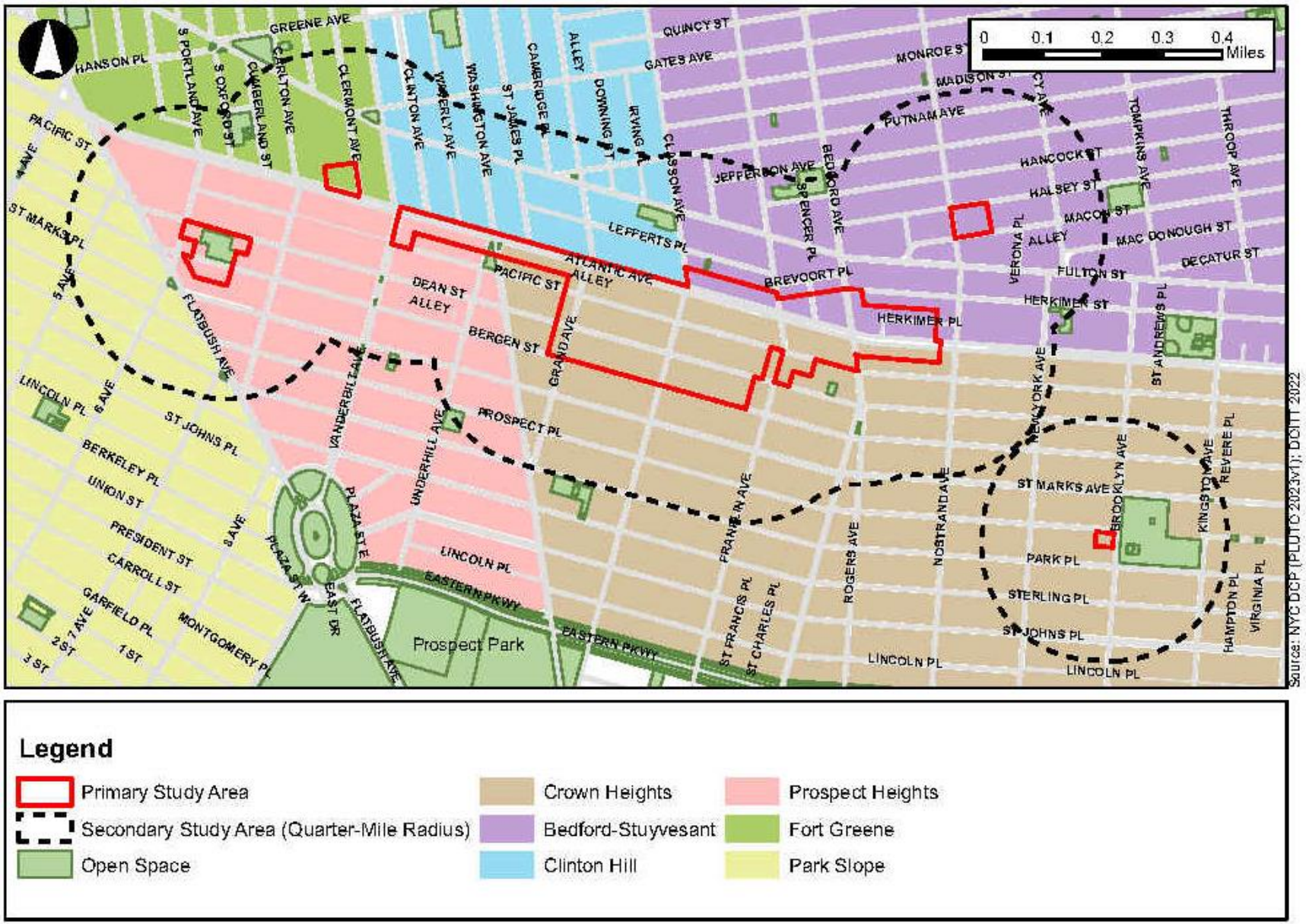
- 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.
- Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west and Marcy Avenue to the east.

In response to the comments received on the Draft Scope of Work, two additional development sites (Projected Development Sites 53 and 55) have been included in environmental analysis to account for development that could be facilitated by future discretionary actions not subject to the current ULURP application associated with the Proposed Actions. These two separate, non-contiguous sites in CD 2 and 8 are on a portion of two blocks (see **Figure 18-1)** bounded by:

- Fulton Street to the north, Atlantic Avenue to the south, Carlton Avenue to the west and Clermont Avenue to the east.
- Prospect Place to the north, Park Place to the south, New York Avenue to the west and Brooklyn Avenue to the east.

Secondary Study Area

As shown in **Figure 18-1**, the secondary Study Area for the assessment of neighborhood character is defined as the area within a 0.25-mile radius of the Project Area. It is generally bounded by 4th Avenue to the west; Greene Avenue and Monroe Street to the north; Tompkins Avenue and Virginia Place to the east; and Eastern Parkway, Sterling Place, and St. Johns Place to the south. Neighborhoods within the secondary study area include Fort Greene, Clinton Hill, Bedford-Stuyvesant, Park Slope, Prospect Heights, and Crown Heights.



Atlantic Avenue Mixed-Use Plan

Figure 18-1
Neighborhood Character Study Area Neighborhoods

Preliminary Assessment

Existing Conditions Defining Features

Primary Study Area

As described in detail in **Chapter 1, Project Description,** the primary study area encompasses 21 blocks along and near Atlantic Avenue between Vanderbilt and Nostrand Avenues in Central Brooklyn where the neighborhoods of Fort Greene, Clinton Hill, Bedford-Stuyvesant, Prospect Heights, and Crown Heights converge in Brooklyn CD 3 and 8. It also includes four separate, smaller non-contiguous areas in Fort Greene, Bedford Stuyvesant, Prospect Heights and Crown Heights in Brooklyn CD 2, 3, and 8.

The primary study area is a mixed use area centered around and largely defined by Atlantic Avenue, which is a major thoroughfare and one of Brooklyn's most important east-west corridors that connects Downtown Brooklyn to Queens and Long Island. It is also one of the most heavily trafficked arteries in Brooklyn and is a New York City Department of Transportation (DOT) designated through truck route, which supports commercial and freight movement.

Within the primary study area, Atlantic Avenue physically separates Clinton Hill, Bedford Stuyvesant, Prospect Heights and Crown Heights. It is 120-feet wide with a central concrete median that includes three travel lanes in each direction, curbside parking, and narrow sidewalks. In the primary study area, Atlantic Avenue is auto-centric with infrequent pedestrian crossings and includes numerous curb cuts serving drive-through quick serve restaurants, gas stations, car washes, auto-related garages, loading areas for warehouses and distribution center, and parking facilities that contribute to the corridor's disjointed streetscape and auto-centric character.

Other secondary corridors running north-south within the primary study area include Vanderbilt Avenue, Grand Avenue, Classon Avenue, Franklin Avenue, and Nostrand Avenue. The area is well served by public transportation. In addition to several bus lines, the A and C subway lines run along Fulton Street, two blocks north of the primary study area, with access at the Clinton-Washington, Franklin Avenue, and Nostrand Avenue stations. The Franklin Avenue shuttle, a two-car subway connecting the neighborhoods of Bedford Stuyvesant with Prospect Lefferts Gardens in Central Brooklyn, runs north-south directly through the eastern portion of primary study area in Bedford Stuyvesant and Crown Heights. The Frankin Avenue shuttle has stations two blocks from the primary study area at Franklin Avenue and Park Place.

Additionally, Atlantic Terminal is located three blocks to the west of the primary study area. Atlantic Terminal is a multi-modal transit hub with access to 10 subway lines and the LIRR. Less than a half mile to the south of the primary study area is the Franklin Avenue station at Eastern Parkway, which provides access to the 2, 3, 4, and 5 subway lines. Less than one block outside the primary study area, at the intersection of Atlantic Avenue and Nostrand Avenue, is a newly renovated LIRR station, which provides regional access to Atlantic Terminal, East New York, and various stations in Queens and Long Island.

The blocks along and near Atlantic Avenue within the primary study area are characterized by a variety of building forms and mix of land uses including industrial/manufacturing, commercial, mixed use, transportation/utility, public facilities/institutions, parking, residential, as well as vacant land. Building heights and densities in the primary study area are generally lower than in the immediately surrounding neighborhoods, with few recent developments completed. Low-rise buildings are occupied by lower-intensity uses with few residents, few businesses and associated employment, such as open storage, warehousing and distribution, self-storage and automotive-oriented uses, such as gas stations and repair shops, open storage, and parking.

As most of the area is zoned M1-1, which does not permit residences and has stringent restrictions on use, limitations on density and height, as well as high parking requirements, industrial/manufacturing use is the most prevalent land use by both lot area and building area in the primary study area. Industrial and manufacturing uses primarily occupy larger lots fronting Atlantic Avenue, as well as a sizable portion of the mid-block area on the block bounded by Pacific Street, Classon Avenue, Bergen Street, and Grand Avenue. Mixed commercial and residential land uses in the primary study area largely occupy smaller lots fronting Atlantic Avenue. Commercial buildings in the primary study area are largely concentrated on the two blocks bounded by Pacific Street, Bergen Street, Franklin Street, and Classon Avenue, as well as on the south side of Atlantic Avenue west of Grand Avenue. Unlike the surrounding established neighborhoods, most of the primary Study Area along and near Atlantic Avenue has seen little new development in the last 10 years, except for the adaptive reuse of a few former industrial buildings for offices, art studios, light industrial, and retail uses, as well as new construction facilitated by recent private rezoning applications.

Residential uses are generally clustered in small pockets within the primary Study Area, on the mid-blocks of east-west streets, including on the north and south sides of Pacific Street between Grand and Classon Avenues, on the east and west sides of Classon Avenue between Bergen and Dean Streets, on the east and west sides of Bedford Avenue between Atlantic Avenue and Dean Street, and on the north side of Dean Street between Grand and Franklin Avenues, as well as along Franklin Avenue.

Public facilities largely consist of public schools and houses of worship. Schools in the primary study area are located at 510 Clermont Avenue in Fort Greene, 178 Brooklyn Avenue in Crown Heights, 457 Nostrand Avenue in Bedford Stuyvesant, and 561 Grand Avenue, and houses of worship are located at 1222 Atlantic Avenue, 1313 Bedford Avenue, and 652 Classon Avenue.

There are two publicly accessible open spaces in the primary study area including 0.22-acre Lowry Triangle, located south of Atlantic Avenue, bounded by Underhill Avenue to the west, Pacific Street to the south, and Washington Avenue to the east, and 1.28-acre Dean Playground located on the block bound by Dean Street to the north, Carlton Avenue to the east, Bergen Street to the south, and Sixth Avenue to the west in Prospect Heights.

The primary study area also includes seven historic buildings. Individual New York City Landmarks Preservation Commission (LPC) designated landmarks (NYCL) within the primary study area include the Bedford Atlantic Armory (23rd Regiment Armory) at 1322 Bedford Avenue

and St. Bartholemew Protestant Episcopal Church and Rectory at 1222 Atlantic Avenue, which are both also listed on the state and national register of historic places (S/NR-listed). In addition, Girl's High School at 457 Nostrand Avenue is a designated NYCL, S/NR-eligible and a contributing resource to the NYCL-designated and S/NR-eligible Bedford Historic District. The primary study area also contains two additional S/NR-listed historic resources, the Nassau Brewery at 925 Bergen Street and Kismet Temple at 90 Herkimer Street, as well as two S/NR-eligible buildings, the former Olivet Chapel (now Bergen Latin Evangelical Church) at 506 Bergen Street and Petter F. Reilly's Sons Furniture Storage at 491-501 Bergen Street.

In addition to the Girl's High School, portions of five additional blocks within the primary study area fall within three additional historic districts, including the S/NR-listed Clinton Hill South Historic District, S/NR-eligible Bedford Hill Historic District, and S/NR-listed Crown Heights North Historic District. The southern border of the S/NR-listed Clinton Hill South Historic District extends into the northern edge of the primary study area for a portion of a single block between Classon and Franklin Avenues, and the northern tip of the S/NR-eligible Bedford Hill Historic District extends into portions of three blocks of the primary study area along the east and west sides of Franklin Avenue between Atlantic Avenue and Dean Street. In addition, the western edge of the S/NR-listed Crown Heights North Historic District includes 178 Bedford Avenue, which occupies the northeast corner of the block Prospect Place to the north, Park Place to the south, New York Avenue to the west, and Brooklyn Avenue to the east.

Secondary Study Area

The secondary study area is defined as a quarter-mile radius from the primary study area, which is centered on Atlantic Avenue, and contains portions of several residential neighborhoods, including: Forte Green, Clinton Hill, Bedford Stuyvesant, Park Slope, Prospect Heights and Crown Heights. As shown in **Figure 18-1**, Atlantic Avenue forms the boundary for the adjacent Central Brooklyn residential neighborhoods, which consist of largely low-rise residential areas with retail and services concentrated on Fulton Street to the north and several north-south corridors that overlap with the primary study area.

Though well served by public transit and located near major job centers like Downtown Brooklyn and Lower Manhattan, these neighborhoods were "contextually" rezoned and mapped with historic districts, preserving their existing built character and limiting new housing development. As housing demand in these inner-ring neighborhoods grew and attracted higher-income residents, many low- and moderate-income residents have faced rising rents and displacement pressure. Simultaneously, the population of Black residents within the surrounding neighborhoods have declined, while the population of White and Asian residents has grown substantially.

<u>Fort Greene</u>

A small section of Fort Greene is located north of Atlantic Avenue and west of Vanderbilt Avenue within the northwestern portion of the secondary study area. This area is characterized by larger multifamily elevator apartment buildings and commercial developments comprising large lots located closer to Atlantic Avenue, as well as two- to four-story brick and brownstone rowhouses. It includes the 31-story, 300 unit New York City Housing Authority's (NYCHA's) Atlantic Terminal

Site 4B and the Second Atlantic Terminal Housing development—consisting of three 15-story residential buildings—at 475 Carlton Avenue.

At the intersection of Atlantic and Flatbush Avenues, just outside of the secondary study area, is Atlantic Terminal, a multi-modal transit hub and gateway to Downtown Brooklyn, with access to 10 subway lines and the LIRR. Directly above Atlantic Terminal is a 5-story shopping mall, which includes restaurants and entertainment venues, as well as Two Hanson Place, a 14-story, 400,000 sf office building with direct access to Atlantic Terminal. Atlantic Center Mall is located on the north side of Atlantic Avenue directly east of Atlantic Terminal.

Fort Greene's main artery in the secondary Study Area is Fulton Street, which extends east-west and includes ground floor commercial uses. Further to the north of Fulton Street between Adelphi Street and Vanderbilt, along the northern edge of the secondary Study Area, is the southern edge of the Fort Greene Historic District, which includes a collection of brownstone and brick row houses built between 1855 and 1875.

Open space in the Fort Greene subarea includes some of the larger open space areas, including the 1.2-acre South Oxford Park on the south side of Atlantic Commons between South Oxford and Cumberland Streets, which contains a playground, multipurpose field, gardens, and tennis courts and the Brooklyn Technical High School athletic sports field on Clermont Avenue between Atlantic Avenue and Fulton Street. Cuyler Gore Park is just to the north bounded by Greene Avenue, Carlton Avenue, and Fulton Street.

Clinton Hill

Clinton Hill is located to the north Atlantic Avenue between Vanderbilt and Classon Avenues in between Fort Greene and Bedford Stuyvesant. It is largely residential, supporting a mix of one- and two-family residences, as well as larger multi-family walkups and typically seven to 10-story elevator apartment buildings. The Fort-Greene-Clinton Hill Rezoning in 2007 changed the zoning on the northern frontage of Atlantic Avenue between Vanderbilt Avenue and Classon Avenue from M1-1 to R7A/C2-4 and along Fulton Avenue.

Commercial and mixed-use residential and commercial buildings are clustered along Fulton Street and on the north side of Atlantic Avenue in this neighborhood subarea. The subarea also contains a number of recently constructed residential apartment buildings and mixed-use residential and commercial buildings, which tend to be taller and denser than other buildings in the subarea, as they were facilitated by private rezonings. These new buildings are typically built out to the lot lines and clustered around the Fulton Street corridor and the north side of Atlantic Avenue. They contain ground-level retail and service uses with large windows, bright signage, and shallow awnings, resulting in active commercial corridors.

A portion of the Clinton Hill South Historic District, which is S/NR-listed, is located in this subarea and centered along Lefferts Place from Washington Avenue to just west of Bedford Avenue. It includes a collection of residential buildings between 1850s and 1922 exhibiting Greek Revival, Italianate, French Second Empire, Neo-Greco, Queen Anne, Romanesque Revival, Beaux Arts, Renaissance, and Colonial Revival styles. In addition, a portion of two blocks along the east and

west side of Clinton Avenue between Fulton Street and Atlantic Avenue are included within the S/NR-eligible Clinton Avenue Historic District, which consists of residential properties built in the mid-to late nineteenth century. Open space in the Clinton Hill subarea includes Putnam Triangle at Fulton Street, Grand Avenue, and Putnam Avenue and the 0.93-acre Crispus Attucks Playground at Fulton Street and Classon Avenue.

Bedford Stuyvesant

The Bedford-Stuyvesant neighborhood subarea is located to the north and west of the primary Study Area, from Classon Avenue to Tompkins Avenue to the east of Clinton Hill. The secondary Study Area includes the southwestern portion of Bedford-Stuyvesant, which is largely residential, characterized by multi-family walkup residential buildings, consisting of three- to four-story rowhouses on narrow lots.

Bedford-Stuyvesant is bisected by the major thoroughfares of Fulton Street, Bedford Avenue and Nostrand Avenue. Fulton Street is the main commercial corridor that supports mixed use and commercial buildings on narrow lots, mixed-use commercial and residential buildings are also clustered along Bedford and Nostrand Avenues. The tallest and densest buildings of the subarea are largely located along Fulton Street. Many of these recently constructed buildings along Fulton Street were facilitated by the Bedford-Stuyvesant South Rezoning of 2007, including the eight-story mixed-use building at 1190 Fulton Street, the eight-story mixed-use building at 1134 Fulton Street, and the 10-story mixed-use building at 1320 Fulton Street. An overhead pedestrian passage that services the Franklin Avenue Shuttle crosses over Fulton Street just west of Franklin Avenue.

The Bedford Historic District, which is LPC-designed and S/NR-eligible, overlays the eastern portion of the Bedford-Stuyvesant neighborhood subarea, and includes the school parcel located at 457 Nostrand Avenue (Girl's High School) in the primary study area. The Bedford Historic District contains some of Brooklyn's most distinctive and well-preserved late nineteenth-century streetscapes. Constructed almost entirely between 1870 and 1900, the district illustrates the rapid development of row house design in Central Brooklyn during this period.

Open spaces in the Bedford-Stuyvesant subarea include some of the large spaces including the 1.6-acre John Hancock Playground along the west side of Bedford Avenue between Hancock Street and Jefferson Avenue, and the 1.31-acre Potomac Playground along Tompkins Avenue between Halsey and Macon Streets.

Park Slope

Park Slope is located southwest of Flatbush Avenue along the western edge of the secondary study area. This area is predominantly residential with mixed-use residential and commercial buildings and commercial buildings concentrated along Flatbush and 5th Avenues. Most buildings are one- and two-family residences and smaller low-rise multi-family walkup buildings. This subarea is largely characterized by three-and four-story brownstones on narrow lots. Mixed-use buildings on Flatbush and 5th Avenues consist of one- to four-stories with ground-level retail and service uses that feature large windows, bright signage, and shallow awnings, which create active

streetscapes. Portions of this area include the LPC-designated Park Slope Historic District and Park Slope Historic District Extension II.

Flatbush Avenue is the only major street and is 100-feet-wide and has two travel lanes in each direction. It is also a local truck route. The remainder of streets in the Park Slope subarea are narrow 60-foot-wide east-west streets intersected by 70-foot-wide north-south avenues. All of these streets carry one-way or two-way local traffic.

Prospect Heights

The northern edge of Prospect Heights is located within the secondary study area. It is bounded by Atlantic Avenue to the north, Washington Avenue to the east, Prospect Place and Sterling Place to the south, and Flatbush Avenue to the west.

Directly to the west of the primary study area is Pacific Park, a multi-phased mixed-use development project led by Empire State Development (ESD) that spans five blocks and 22 acres and extends above the LIRR to the south side of Atlantic Avenue. As of summer 2024, nearly 50 percent of the expected 6,430 DUs of Pacific Park have been completed, including 1,374 income-restricted units, leaving approximately 3,218 DUs including 876 income-restricted units to be completed during the second phase of construction. In addition, approximately 91,000 square feet of retail space has been completed on the ground floor of new residential buildings, with the remaining commercial and hotel space yet to be constructed, and a new school opened on the Pacific Park site in September 2024.

Excluding Pacific Park, most other development in the Prospect Heights subarea consist of low-rise three- to four-story, low-density rowhouses on narrow lots, typically set back behind large stoops and shallow front yards. The LPC-designated and S/NR-listed Prospect Heights Historic District overlays much of this neighborhood subarea south of Pacific Street and is defined by a variety of single-family rowhouses and apartment buildings constructed for the most part between the middle of the 19th century and early 20th century.

Mixed-use residential and commercial as well as commercial uses are concentrated along Flatbush and Vanderbilt Avenues, with Flatbush Avenue being a main retail strip for this area of Brooklyn, and Vanderbilt Avenue serving more local retail needs. Open space within this neighborhood subarea includes the 0.59-acre James Forten Playground at the southeast corner of Underhill Avenue and Prospect Place and the Prospect Heights Community Farm located on the south side of St. Marks Avenue between Vanderbilt and Underhill Avenues. Additionally, nearly 60,000 sf of public park and plaza space were recently opened at 595 Dean Street in Pacific Park, featuring play areas, walking paths, lawns, landscaping, and seating areas.

Crown Heights

A portion of the Crown Heights neighborhood is located in the secondary study area south of Atlantic Avenue and east of Washington Avenue. It is the largest neighborhood subarea and includes portions of the Crown Heights North Historic District (LPC-designated and S/NR-listed), Crown Heights North II Historic District (LPC-designated and S/NR-listed), Crown Heights North III Historic District (LPC-designated and S/NR-listed), and the Park Place Historic District (LPC-

designated). The Crown Heights subarea's core commercial corridors are along Franklin and Nostrand Avenues, which contain active streetscapes of retail and service uses with large windows, bright signage, and shallow awnings.

The Crown Heights neighborhood subarea primarily consists of residential land uses, characterized by older low-density, two- to four-story brick and brownstone rowhouses on narrow lots. These rowhouses are typically set back behind large stoops and shallow front yards The subarea also contains several larger apartment buildings and mixed-use buildings that are built out to the lot lines, including the recently constructed 14-story building at 880 Bergen Street; the 12-story building at 545 Prospect Place and the 11-story building at 565 Prospect Place; the nine-story building at 1336 Grant Square; and the eight-story building at 542 St. Marks Avenue.

Open space in the Crown Heights subarea includes the approximately seven-acre Brower Park, the Walt C. Shamel Garden on the north side of Dean Street between Franklin and Bedford Avenues, the Westbrook Memorial Garden on the north side of Pacific Street between Rogers and Nostrand Avenues, the 1100 Block Bergen Associated Garden on the north side of Bergen Street between Nostrand and New York Avenues, and Grant Gore at the intersection of Bedford and Rogers Avenues

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

Future Without the Proposed Actions (No-Action Condition)

It is expected that the current land use trends and general development patterns will continue in both the primary and secondary study areas. In the primary study area, these trends and patterns are characterized by a mix of uses, including mixed-use, commercial, light industrial, automotive, and storage uses, community facility, and some residential.

In the future without the Proposed Actions (No-Action condition), most of the identified projected development sites are zoned M1-1 and are assumed to remain unchanged from existing conditions. Some of the sites would become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low-intensity uses that are deemed likely to support more active uses. Four of the 54 projected development sites are zoned for mixed-use development and are expected to undergo some redevelopment by 2034 in the absence of the Proposed Actions. All four of these sites are located in Crown Heights either along Classon Avenue between Pacific and Dean Streets or on the north side of Pacific Street between Grand and Classon Avenues and would be redeveloped with residential uses and ground-floor local retail. Combined, these four sites are anticipated to introduce 126 DUs and 26,334 sf of commercial local retail space to the primary Study Area.

In addition, there are nine other known planned No-Build developments that would be introduced to the primary Study Area, including enlargements to existing buildings, new mixed-use residential, commercial and/or community facility buildings, and new residential buildings. The largest planned development includes approximately 456 DUs, 68,365 sf of commercial space, 8,995 sf of community facility space and accessory parking spaces at 1045-1065 Atlantic Avenue located on the north side of Atlantic Avenue between Classon and Franklin Avenues in Bedford

Stuyvesant. Other mixed-use developments in the primary study area are anticipated to be constructed near the intersection of Vanderbilt and Atlantic Avenues in Prospect Heights, as well as in Crown Heights on portions of three blocks between Atlantic Avenue, Franklin Avenue, Dean Street, and Grand Avenue. Combined, these nine known developments are expected to introduce 1,673 DUs, 134,667 sf of commercial space, and 25,646 sf of community facility space to the primary Study Area. While these No-Action developments may result in some minimal localized changes to the neighborhood character, most of the primary study area will retain its characteristics and the neighborhood character will be larger unaffected.

Housing demand is expected to remain strong in the Central Brooklyn neighborhoods within the secondary Study Area. Within the neighborhoods of Crown Heights, Prospect Heights, Clinton Hill and Bedford Stuyvesant, housing pressure is anticipated to continue and the area is expected to experience existing trend of increasing rents and increasing household incomes. There are a total of 55 additional sites anticipated to be redeveloped in the No-Action condition in the secondary Study Area by 2034.

These planned No-Action developments are anticipated to result in 2,292 DUs, 125,431 sf of commercial space, and 110,289 space of community facility space, which would introduce approximately 1,646 workers and 15,497 residents. In addition, the remaining 5 acres of open space proposed at the Pacific Park development would be completed, which is anticipated to be programmed with both active and passive amenities. These planned developments are located in the Clinton Hill, Bedford-Stuyvesant, Prospect Heights, Crown Heights and Park Slope neighborhood subareas. There are no planned developments expected to occur by 2034 in the Fort Greene neighborhood subarea. These planned No-Action developments will not significantly affect neighborhood character and there are no other known changes to neighborhood character that are expected to occur in the secondary study area in the No-Action condition.

Future With The Proposed Actions (With-Action Condition)

The sections below discuss the potential for adverse impacts resulting from the Proposed Actions in the following technical areas that are considered in the neighborhood character assessment pursuant to the 2021 *CEQR Technical Manual*: land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; shadows; transportation; and noise. The assessment uses the information and conclusions from the respective chapters of this EIS to identify whether the Proposed Actions would result in any significant adverse impacts or moderate adverse effects in these technical areas and whether any such changes would have the potential to affect the defining features of neighborhood character. As described below, defining features of the study area's constituent neighborhoods would not be adversely impacted either through the potential of any single significant adverse impact or a combination of moderate effects in these technical areas.

In the future with the Proposed Actions (the "With Action" condition), the Proposed Actions would expand allowable uses and increase density in a transit-rich Central Brooklyn area that is accessible to both the local subway system and regional rail (LIRR) within a short commuting distance from Central Business Districts, such as Downtown Brooklyn and Lower Manhattan. The Proposed Actions would facilitate development that supports the vision of new mixed-income

housing and living-wage jobs, activates underutilized space, encourages the mix of uses with active ground floors and mixed use development to encourage a range of services and job opportunities. The Proposed Actions would implement the goals and priorities, which emerged from a comprehensive community outreach process that culminated in the creation of the AAMUP Community Vision and Priorities report.

As described in **Chapter 1, Project Description,** the RWCDS for the Proposed Actions assumes that all With-Action development on the 54 projected development sites would attempt to maximize the permitted floor area and would result in a net increase of 5,143 DUs, 286,507 sf of local retail space, 50,410 sf of destination retail, 453,426 sf of office space, 48,548 sf of medical office, and 73,168 sf of other community facility space (excluding medical office) over 54 development sites in the Project Area. The Proposed Actions would also result in an incremental decrease of 3,500 sf of other commercial space, 81,000 sf of auto-related space, and 160,276 sf of industrial space.

Land Use, Zoning, and Public Policy

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Actions on land use, zoning, and public policy, either singly, or in combination with potential impacts in other relevant technical areas discussed in this section. As described in **Chapter 2, Land Use, Zoning, and Public Policy,** the Proposed Actions would not have significant adverse impacts to land use, zoning, or public policy. The Proposed Actions would not directly displace any land uses so as to adversely affect surrounding land uses, nor would they generate land uses that would be incompatible with existing land uses or zoning districts in the primary or secondary study areas. The Proposed Actions would not result in land uses that conflict with public policies applicable to the primary or secondary study areas.

The Proposed Actions would change the zoning in the primary study area to allow a wider range of uses and increase allowable density to facilitate growth and development patterns that meet the long-term vision of a sustainable, mixed-use neighborhood. The Proposed Actions would support new mixed-income housing and jobs in a neighborhood with strong public transit access and near the Central Business Districts (CBDs) of Downtown Brooklyn and Lower Manhattan.

With the proposed zoning changes, residential use would be allowed throughout most of the primary study Area, expanding the City's housing supply to help meet the housing needs of current and future residents and significantly increasing the supply of affordable housing through the application of MIH and development on City-owned land. The Proposed Actions would also create opportunities for new non-residential space, including commercial, community facility, and light industrial space, in new mixed-use buildings throughout the primary study area. In addition, the Proposed Actions would promote the integration and mixing of uses within mixed-use buildings through ground-floor use requirements at key locations, floor area incentives, and allowing multiple floors of non-residential use within buildings.

Development under the Proposed Actions would be compatible with the scale and use of surrounding neighborhoods and would be supportive of public policies. The range of permitted heights would address the existing low-scale context of adjacent residential neighborhoods while

allowing limited portions of buildings to rise higher on certain blocks and frontages. The new land uses generated as a result of the Proposed Actions would support the existing residential populations of adjacent neighborhoods and would be compatible with land uses found in those areas. The proposed zoning districts and special purpose district would orient density in a manner that directs the highest density along Atlantic Avenue, a 120-foot-wide corridor providing access to light and air, while medium-density zoning districts would be mapped on portions beyond 100 feet of Atlantic Avenue based on the narrower width of streets and mid-block side street conditions.

The introduction of new land uses and zoning would not adversely affect any of the defining features of neighborhood character in either the primary or secondary study area. The Proposed Actions would promote a walkable, mixed-use neighborhood through proposed zoning changes and the establishment of the Special Atlantic Avenue Mixed-Use District, which would apply special regulations to encourage a mix of uses and special bulk and height regulations. The increased supply of new housing, including affordable housing, would provide New Yorkers with more housing options. The new commercial and community facility development projected under the RWCDS associated with the Proposed Actions would provide employment opportunities and additional services. Therefore, the Proposed Actions effects on land use, zoning, and public policy would not result in significant adverse impacts to neighborhood character.

Socioeconomic Conditions

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Actions on socioeconomic conditions, either singularly or in combination with potential impacts in other relevant technical areas discussed in this section. As described in C**hapter 3, Socioeconomic Conditions,** the Proposed Actions would not result in significant adverse impacts on direct or indirect residential displacement, direct or indirect business and institutional displacement, or adversely affect specific industries in the primary or larger secondary study area.

With regard to potential direct displacement, the Proposed Actions would result in the displacement of 20 residents in nine DUs and an estimated 319 employees at 63 firms. This direct displacement would not result in significant adverse direct residential or business impacts in the study area. The directly displaced residents do not represent a sizable portion of the study area population, nor do they have socioeconomic characteristics that differ markedly from the study area population as a whole. The potentially displaced businesses provide goods and services that would still be found within the study area and in nearby areas of Brooklyn and would continue to be available to local residents and businesses. None of the businesses serve a customer base that is uniquely dependent upon their location within the study area, nor are the businesses subject to regulations or publicly adopted plans aimed at preserving, enhancing, or otherwise protecting them in their current location.

Under the RWCDS, the Proposed Actions are expected to introduce 5,143 DUs, of which 44 percent (2,265 DUs) would be permanently affordable, and 11,469 new residents. The Proposed Actions are not expected to result in a new population with higher incomes than the existing population, as the aggregate With-Action population is expected to have a lower average

household income ($108,486) than the current average household income in the study area ($141,293). The population increase under the With-Action condition, which would exceed five percent, would be large enough to potentially affect real estate market conditions in the ½-mile study area. The Proposed Actions are not expected to introduce a new trend that places upward pressure on rents. As discussed in **Chapter 3, Socioeconomic Conditions**, this trend is already being observed in the study area, and the Proposed Actions would not accelerate this trend. Between 2022 to 2023, the study area experienced a 45 percent increase in median asking rent for market-rate units. The Proposed Actions would add new transit-accessible housing stock to the study area and would increase the inventory of protected units in the area by creating affordable housing through the MIH program, potentially slowing trends of increasing rents and maintaining a more diverse mix of incomes within the subareas as compared to the No Action condition. The Proposed Actions would support the socioeconomic diversity of the study area and ensure that households with a range of incomes could remain in the neighborhood.

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

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

Open Space

Defining features of the neighborhood would not be adversely affected due to potential effects of the Proposed Actions on open space, either singularly or in combination with potential impacts in other relevant technical areas discussed in this section. The Proposed Actions would not result in the physical loss of existing public open space resources, and would not result in any adverse shadow, air, noise, or other environmental impacts that would affect the usefulness of any publicly accessible open space. As detailed in **Chapter 5, Open Space**, a detailed open space analysis for both a non-residential (¼-mile) study area and residential (½-mile) study area was conducted, pursuant to the 2021 *CEQR Technical Manual*. The detailed analysis determined that the Proposed Actions would result in a significant adverse indirect impact to total, passive, and active open space in the residential study area due to the added demand placed on open spaces. There would be no significant adverse impact in the non-residential study area as a result of the Proposed Actions.

The lack of open space in the study area indicates that open space is not a defining feature of the neighborhood character. Potential mitigations measures to address the significant adverse

impacts are discussed in Chapter 20, Mitigation. Measures being considered to mitigate the impact include: expanding existing parks, creating new open space on publicly owned land, encouraging owners of privately-owned sites to create new open space as part of their redevelopment, making playgrounds accessible to the community after school hours through the Schoolyards to Playgrounds program, establishing new pedestrian plazas in streets through the City's Plaza program, and/or improving existing parks to allow for more diverse programming. These potential mitigation measures are currently being explored in coordination with the lead agency, the Department of City Planning (DCP), and the New York City Department of Parks and Recreation and will be refined between the DEIS and FEIS. In addition, as part of the Proposed Actions, a zoning text amendment is proposed which would create a CPC zoning authorization that would allow for the bonus of floor area and height modification with the provision of publicly accessible open space on zoning lots comprising more than 25,000 sf in contextual Commercial Districts and MX pairs with a residential equivalent of an R9A or R9X District.

While the potential for increased usage of the open space resources may lead to lower ratios of total, passive and active open space per resident in both the primary and secondary study area, their function and aesthetic contributions to the primary and secondary study areas would remain unchanged. As open space is not a defining feature of neighborhood character, the significant adverse open space impact would not result in an impact to neighborhood character.

Shadows

The Proposed Actions would result in development that would cast incremental shadows on sunlight sensitive resources near the Project Area. Most of the new shadow would not reach sunlight-sensitive resources due to existing and anticipated future intervening structures. However, as described in **Chapter 6, Shadows,** the Proposed Actions would result in significant adverse shadow impacts on two sunlight-sensitive resources; Lefferts Place Block Association Garden and St. Bartholomew's Church.

Lefferts Place Block Association Garden is a 0.06-acre community garden with planting beds located on Lefferts Place between Classon and Franklin Avenues. It is an already sunlight-deprived open space resource and incremental shadows would further reduce direct sunlight on the Lefferts Place Block Association Garden. Lefferts Place Block Association Garden would not receive adequate sunlight during the growing season (at least the six-to eight-hour minimum specified in the 2021 *CEQR Technical Manual*) as a result of incremental shadow coverage, and vegetation at this garden could be significantly impacted.

St. Bartholomew's Protestant Episcopal Church at 1227 Pacific Street is New York City Landmark and a U.S. National Historic Landmark that contains sunlight-sensitive stained glass windows on the building's southern, eastern, and western facades. The detailed shadow analysis in **Chapter 6, Shadows,** determined that incremental shadows would cover the majority of the church's stained glass windows along its western façade and result in a reduction in direct sunlight exposure for sunlight-sensitive features at St. Bartholomew's Episcopal Church, which could affect the public's enjoyment or appreciation of those features.

According to the 2021 *CEQR Technical Manual*, possible measures that could mitigate significant adverse shadow impacts on open spaces may include relocating sunlight-sensitive features within an open space to avoid sunlight loss; relocating, replacing, or monitoring vegetation for a set period of time; undertaking additional maintenance to reduce the likelihood of species loss; or providing for replacement facilities on another nearby site. Other potential mitigation strategies include the redesign or reorientation of the open space to provide replacement facilities, vegetation, or other features. The 2021 *CEQR Technical Manual* guidance also discusses strategies to reduce or eliminate shadow impacts, including modifications to the height, shape, size, or orientation of a proposed development that creates the significant adverse shadow impact. Measures to reduce or eliminate the significant adverse shadow impacts will be explored between the DEIS and FEIS.

As noted above, open space is not a defining feature of neighborhood character, nor is St. Bartholomew's Episcopal Church. As these resources would remain in place and the impact of incremental shadow localized, the incremental shadows effects would not be to such a degree to alter the neighborhood character of any of the neighborhoods in either the primary or secondary study area.

Historic and Cultural Resources

As discussed in **Chapter 7, Historic and Cultural Resources**, the Proposed Actions would result in significant adverse impacts associated with direct, indirect, and constructed related impacts to historic and cultural resources. In addition, the Proposed Actions would result in archaeological impacts, however, because archaeological resources are not a defining features of neighborhood character, these impacts would not constitute a significant adverse impact to neighborhood character.

The Proposed Actions would result in a significant adverse unavoidable direct historic resource impact to one architectural resource, the former Olivet Church, which is conservatively assumed to be eligible for S/NR-listing.[1] This historic resource, which is privately-owned, would be directly impacted by construction on projected development site 52, because this historic resource would be demolished to facilitate construction of a new mixed-use community facility and residential development under the Proposed Actions. The demolition and/or alteration would alter the streetscape along Bergen Street between 6th and Carlton Avenues in the primary study area. However, the demolition and/or alternation of the building would allow for additional affordable housing at projected development site 52 as well as retain community facility use at the site. So, while the change would be significant, it would not alter the overall character of the neighborhood and allow a greater amount of housing, including affordable housing, to be built.

Thirteen historic resources are located near the projected/potential development sites. The Proposed Actions would not eliminate or substantially obstruct important public views of architectural resources, as all significant elements of these historic resources would remain visible in view corridors on public streets. Although development at several of the projected development

[1] SHPO consultation on the final eligibility determination of the Olivert Church will be completed between the draft and Final EIS.

sites under the Proposed Actions could cause alterations to the setting and visual context of historic resources, the potentially affected historic resources are LPC-designated historic resources. Development site 54 could cause alterations to the setting and visual context of the LPC-designated Bedford Historic District and individually designated Girls' High School at development site 54. In addition, development sites 20 and 48 and potential development sites H and I could cause alterations to the setting and visual context of the LPC-designated 23rd Regiment Armory. However, these LPC-designated properties are regulated by the New York City Landmarks Law (*NYC Administrative Code Title 25*, Chapter 3 §25-305), which requires any changes to or within the vicinity of the landmarks receive a certificate of appropriateness from the LPC before work can proceed. Thus, any contextual impacts to these properties would be avoided or mitigated. The remaining development of projected/potential development sites would not alter the relationship of any identified historic resources to the streetscape; all streets in the study area would remain open, and each resource's relationship with the street would remain unchanged in the future with the Proposed Actions.

The Proposed Actions would also result in significant adverse construction-related impacts to five S/NR-eligible architectural resources, one of which is an eligible historic district, located within 90 feet of nine of the projected/potential development sites. These five non-designated resources include contributing resources in the Bedford Hill Historic District (S/NR-eligible), the Peter F. Reilly's Sons Furniture Storage (S/NR-eligible), the Commercial and Apartment Building at 71 6th Avenue (S/NR-eligible),Row Houses at 1319-1325 Bedford Avenue (S/NR-eligible), and Dean Steet Rowhouse (S/NR-eligible). These five non-designated resources would be afforded limited protection under DOB regulations applicable to all buildings located adjacent to construction sites; however, they are not afforded the added special protections under DOB's TPPN #10/88 because they are not S/NR-listed or NYCL-designated. The affected historic resources are not defining elements of the neighborhood character, therefore no significant adverse impacts to neighborhood character would occur.

Indirect impacts related to shadows on the LPC- designated/NR-listed St. Bartholomew's Protestant Episcopal Church would result from the Proposed Actions. Incremental shadows from the Proposed Actions would extend over the majority of the church's stained glass windows along its western façade and result in a reduction of direct sunlight exposure, which could affect the public's enjoyment or appreciation of those features. As St. Batholomew's Episcopal Church includes sunlight-sensitive stained glass windows on the building's southern, eastern, and western facades, incremental shadows would not impact all of the building's stained glass windows and as described previously would not be to such a degree to alter the neighborhood character of any of the neighborhoods in the primary or secondary study area.

The Proposed Actions have the potential to result in significant adverse impacts related to the disturbance of archaeological sensitive resources associated with nineteenth century shaft features at several projected/potential development sites. However, as archaeological resources are not a defining feature of neighborhood character, these impacts would not constitute a significant adverse impact to neighborhood character.

Urban Design and Visual Resources

As discussed in **Chapter 8, Urban Design and Visual Resources,** the Proposed Actions would facilitate development that is not currently permitted as-of-right in the primary study area, which would create a notable change in the urban character of the area. Compared to the future without the Proposed Actions, the visual appearance, and thus the pedestrian experience in the vicinity of the primary Study Area would change considerably. However, this change would not constitute a significant adverse urban design impact as it would not negatively affect a pedestrian's experience. Rather, development facilitated by the Proposed Actions is expected to positively affect the urban design of the area and improve the pedestrian experience in and surrounding the primary study area.

The Proposed Actions involve zoning changes that would facilitate the growth of housing and employment opportunities around local and regional transit as well as foster an adequate range of services and amenities for residents, workers, and visitors. The proposed zoning changes would provide flexibility and promote a variety for building envelopes that would account for the longer block ends of Atlantic Avenue and surrounding mid-block conditions with transitions to medium density blocks. The Proposed Actions would orient density in a manner that directs the highest density along Atlantic Avenue, a 120-foot-wide thoroughfare, while medium density zoning districts would be mapped on portions beyond 100 feet of Atlantic Avenue based on the established narrower widths of street and mid-block, side street conditions of the surrounding area. The With-Action developments would introduce residential, commercial, and community facility uses to the primary study area, drawing pedestrians to the area and enlivening the public realm in the primary study area and its immediate vicinity.

The Proposed Actions would encourage the construction of active ground-floor (and occasional upper floor) uses in the primary study area, including retail and community facility spaces, residential and office lobbies, and light industrial uses, reactivating the corridors of the area. The Proposed Actions are expected to facilitate the replacement of underutilized properties with active lower-level spaces, activating the surrounding streetscapes and improving the pedestrian experience. The new land uses generated by the Proposed Actions would support and connect the existing residential populations of adjacent neighborhoods in the secondary study area. The Proposed Actions would result in a more walkable, safe, and enjoyable experience for pedestrians in the primary study area through the incorporation of special regulations along Atlantic Avenue promoting enhanced pedestrian orientated conditions, varied building setbacks and articulation, and street frontages with glazing and transparency requirements that are intended to help stitch together the surrounding neighborhoods.

Development facilitated by the Proposed Actions would not eliminate primary or significant viewsheds of important visual resources in and around the primary study area. No significant facades or important features of historic resources, open spaces, or other significant visual resources in and around the primary study area would be obstructed by development facilitated by the Proposed Actions.

As such, while the Proposed Actions would result in a notable change in the urban design of the primary study area and would alter some views of the neighborhood from the secondary study

area, these changes are expected to allow for an improved urban experience for pedestrians and an overall improvement in urban design conditions.

Transportation

As discussed in **Chapter 13, Transportation,** there are significant adverse impacts related to traffic, subway service, and pedestrians. Significant adverse traffic impacts were identified at 27 intersections (24 signalized and three unsignalized) during one or more analyzed peak hours, including 41 lane groups at 21 intersections during the weekday AM peak hour, 26 lane groups at 21 intersections in the midday peak hour, 44 lane groups at 25 intersections in the PM peak hour, and 46 lane groups at 25 intersections during the Saturday peak hour. **Chapter 20, "Mitigation,"** discusses potential measures to mitigate these significant adverse traffic impacts. Implementation of traffic engineering improvements, such as signal timing changes, the installation of new traffic signals, modification of lane striping, and curbside parking are being proposed and would provide mitigation for many of the anticipated traffic impacts. These proposed traffic engineering improvements are subject to final review and approval by DOT. If DOT determines that an identified traffic engineering improvement is infeasible, and no alternative and equivalent measure is identified, then that impact would remain unmitigated and would constitute an unavoidable adverse impact. However, unmitigated impacts in one or more peak hours would remain at 22 intersections.

Because of existing congestion at a number of these intersections, even a minimal increase in traffic would result in unmitigated impacts. Small increases in incremental traffic volumes at some of the congested intersections would result in significant adverse impacts that could not be fully mitigated during one or more analysis peak hours, and even limited new development in the Project Area could result in unmitigated traffic impacts. Some intersections at which the unmitigated traffic impacts would occur will be characterized by higher levels of traffic in the No Action condition. While there would be increased transportation activity as a result of the Proposed Actions, the resulting conditions would be similar to those experienced in the some of the neighborhoods surrounding the Project Area and would not result in conditions that would be out of character with the surrounding neighborhoods. Thus, the changes in transportation due to the Proposed Actions would not result in significant adverse impacts on neighborhood character

In the With-Action condition, the Proposed Actions would result in a significant adverse line haul impact to peak direction service on the northbound C subway line in the AM peak hour and the southbound C subway line in the PM peak hour. As standard practice, NYCT routinely conducts periodic ridership counts and adjusts subway frequency to meet its service criteria within fiscal and operating constraints. Overall, the transit impacts are not expected to result in an impact to neighborhood character.

Based on 2021 *CEQR Technical Manual* criteria, the Proposed Actions would adversely impact 12 sidewalks, four crosswalks, and four corners during one or more analyzed peak hours. **Chapter 20, Mitigation,** discusses potential measures to mitigate these significant adverse pedestrian impacts. Recommended mitigation measures consisting of the relocation/removal of impediments to sidewalk flow and the widening of crosswalks would fully mitigate the impacts to five sidewalks and three crosswalks. Implementation of the proposed mitigation measures would

be subject to review and approval by DOT, as well as NYC Parks if a street tree is to be relocated. However, in the scenario that certain impacts would remain unmitigated, the impacts would be localized and would not rise to a level where they would alter defining features of the primary or secondary study area. Therefore, this increase in pedestrian volumes would not adversely affect neighborhood character.

Despite the area's access to alternative modes of transportation, as the RWCDS does not include any on-site parking on projected developments sites, nor any new off-site public parking, parking demand under the Proposed Actions' RWCDS would not be accommodated on-site and excess demand would seek parking availability within a quarter-mile radius of the primary study area. Further, some drivers destined for the primary study area would potentially have to travel a greater distance (e.g., between 1/4- and ½-mile) to find available parking. Any potential deficit in parking would not be considered a significant shortfall based on 2021 *CEQR Technical Manual* criteria due to the magnitude of available alternative modes of transportation. Moreover, the lack of parking would not fundamentally change the defining features of the primary or secondary study area, and as such, would not adversely affect neighborhood characteristics.

Noise

The defining features of the neighborhood would not be adversely affected due to potential noise effects of the Proposed Actions, either singly or in combination with potential impacts in other relevant technical areas. As described in **Chapter 16, Noise,** the analysis finds that the Proposed Actions would not result in any significant adverse noise impacts at nearby noise receptors. The primary study area already experiences relatively high ambient noise levels along major streets such as Atlantic Avenue and Bedford Avenue, and proximity to train activity from the MTA's Franklin Avenue Shuttle and the LIRR. As a result, there would be no noise-related impacts on neighborhood character.