Technical Memorandum 001
862-868 Kent Avenue
CEQR No. 24DCP144K

I. INTRODUCTION AND PROJECT DESCRIPTION

The Applicant, Kent Development LLC, and the Co-Applicant, 123 Taafe LLC, request the following approvals (the "Proposed Actions"):
1. A Zoning Map Amendment to rezone the Affected Area from M1-1 to an MX-4(M1-4/R6A) Special Mixed-Use District. The proposed rezoning area (the "Affected Area") consists of Brooklyn Block 1897, Lots 5, 6, 9 (Co-Applicant owned), 11,12 (p/o), 47 (p/o), 48, 49 (Applicant owned), 54, 55, 56 (p/o), 7504, 7505 (p/o), 7509, and 7510 in the Bedford Stuyvesant neighborhood of Brooklyn Community District 3; and
2. A Zoning Text Amendment pursuant to Zoning Resolution Appendix F to establish a Mandatory Inclusionary Housing (MIH) designated area coterminous with the Affected Area.

The Proposed Actions would facilitate the redevelopment of Lots 9 and 49, which are the properties owned by the Co-Applicant and the Applicant, respectively.

On the 12,928 square foot (sf) Applicant-owned Lot 49 (Projected Development Site 1), now occupied by two one-story warehouses, the proposed development as presented in the Environmental Assessment Statement (EAS), would be a new 67,312 gross square foot (gsf) multifamily residential building. The development would have 50,410 zoning square feet (zsf), for an FAR of 3.90. The building would have 9 stories and a cellar and would have a roof height of 95 feet with a base height of 65 feet (with a required 15-foot setback from the street line) and a 10-foot-tall rooftop bulkhead, for an overall structure height of 105 feet. There would be 56 dwelling units, of which 20% to 30% (11 to 17) would be income-restricted Inclusionary Housing units pursuant to Option 1, 2, or 3, affordable to households with incomes averaging 60%, 80%, or 40% AMI. The building would contain 58,542 gsf of residential floor area and 8,770 gsf of garage space. The first floor would contain a gym / recreation space, mechanical rooms, the residential lobby, and bicycle parking room. The cellar floor would contain 19 enclosed parking spaces for building tenants. There would also be an outdoor recreational area for use by the building residents. One curb cut onto Kent Ave. is proposed to allow automobile access and egress.

On the 3,340 sf Co-Applicant-owned Lot 9 (Projected Development Site 2), now occupied by a 2-story industrial building, the proposed development as presented in the EAS, would be a new 19,558 gsf multi-family residential building. The development would have 13,010 zsf, for an FAR of 3.90. The building would have 8 stories and a cellar and would have a roof height of 84 feet (with a required setback at a height of 64 feet) and a 10-foot-tall rooftop bulkhead, for an overall structure height of 94 feet. There would be 19 dwelling units, of which 20% to 30% (4 to 6) would be income-restricted Inclusionary Housing units pursuant to Option 1, 2, or 3, affordable to households with incomes averaging 60%, 80%, or 40% AMI. The building would contain 17,712 gsf of residential floor area and 1,846 gsf of garage space. Recreational space for building residents would be located on the ground/first floor and on the roof. Six cellar level parking spaces would be provided for residents. One curb cut onto Taaffe Place is proposed for automobile access and egress.

The Environmental Assessment Statement (EAS) for the Proposed Actions assessed a reasonable worst-case development scenario (RWCDS) in which the buildings on Projected Development Sites 1 and 2 would have greater height and more residential units than proposed. Both buildings would have nine stories with rooftop heights of 95 feet and bulkhead heights of 105 feet. However, because the height to the top of the bulkheads could theoretically be as much as 120 feet (if the rooftop structures were 25 feet rather than 10 feet tall), 120-foot-tall buildings were assumed in the analysis for height related sections including shadows and urban design and visual resources. A total of 95 dwelling units (74 on Projected Development Site 1 and 21 on Projected Development Site 2) and 76,254 gsf of residential floor area would be developed under this scenario. There would be an additional 10,616 gsf of enclosed parking, for a total of 86,870 gsf. The number of MIH units would range from 19 to 28, depending on which option is used. For purposes of early childhood programs analysis, 20% (19) of the 95 units would be affordable at or below 80% of AMI.

The Proposed Actions were analyzed in the 862-868 Kent Avenue Rezoning EAS (CEQR No. 24DCP144K) pursuant to the State Environmental Quality Review Act (SEQRA) and the City Environmental Quality Review (CEQR) guidelines and procedures. The NYC Department of City Planning (DCP) is the CEQR Lead Agency. A Negative Declaration for the EAS was issued on March 2, 2026.

Since the issuance of the EAS and the Negative Declaration, the Applicant has proposed a change to Projected Development Site 1 (Lot 49) to provide a community facility use (synagogue) in the cellar level of the building and at-grade unenclosed parking at the first floor level of the building, resulting in a decrease of one dwelling unit in the building from 56 to 55 dwelling units. The community facility use would total 10,658 gsf while the original proposal did not include any community facility floor area while 8,770 gross square feet for parking was instead analyzed in the EAS. In addition, the residential gross floor area in the building would decrease from 58,542 gsf to 55,622 gsf. The amount of parking provided would remain the same at 19 spaces. No other changes would be made to the building on Projected Development Site 1 nor would any changes be made to the building on Projected Development Site 2.

This Technical Memorandum includes a discussion of the no-action and with-action assumptions based on Proposed Modified Development Program, and a section for each CEQR technical area analyzed with an explanation of the impact determination with the proposed change. The analysis categories that screened out of further analysis in the EAS form also screen out of analysis in this Technical Memorandum.

II. PROPOSED PROJECT ANALYZED IN THE EAS

As summarized in **Table 1**, the RWCDS analyzed in the EAS assumed that the Proposed Actions would result in approximately 86,870 gsf of new development including approximately 76,254 gsf of residential uses comprised of approximately 95 dwelling units (DUs), of which between approximately 19 and 28 Dus would be income-restricted Inclusionary Housing units pursuant to Options 1, 2, or 3 affordable to households with incomes averaging 40%-80% AMI. The Proposed Actions would also result in the development of approximately 25 accessory parking spaces.

Table 1: RWCDS Analyzed in the EAS

Site #	No-Action	With-Action	Increment
1	12,500 gsf C	58,542 gsf R (74 DUs) 8,770 gsf parking 19 parking spaces 67,312 gsf total	-12,500 gsf C +58,542 gsf R (74 DUs) +8,770 gsf parking +19 parking spaces +54,812 gsf total
2	6,680 gsf C	17,712 gsf R (21 DUs) 1,846 gsf parking 6 parking spaces 19,558 gsf total	-6,680 gsf C +17,712 gsf R (21 DUs) +1,846 gsf parking +6 parking spaces +12,878 gsf total
Total	19,180 gsf C	76,254 gsf R (95 DUs) 25 parking spaces 86,870 gsf total	-19,180 gsf C +76,254 gsf R (95 DUs) +10,616 gsf parking +25 parking spaces +67,690 gsf total

Notes: R = residential, C = commercial

III. PROPOSED MODIFIED DEVELOPMENT PROGRAM

As discussed above, since the issuance of the EAS, the Applicant has proposed a change to Projected Development Site 1 (Lot 49) to provide a community facility use (synagogue) in the cellar level of the building and at-grade unenclosed parking[1] at the first floor level of the building. The change to the RWCDS would

[1] The 7,074 sf at-grade unenclosed parking area would not be considered building floor area.

result in a decrease of four dwelling units in the building from 74 to 70 dwelling units (based on an average unit size of 791 gsf) of which between approximately 14 and 21 Dus would be income-restricted Inclusionary Housing units pursuant to Options 1, 2, or 3 affordable to households with incomes averaging 40%-80% AMI. The community facility use would total 10,658 gsf and the residential floor area in the building would decrease from 58,542 gsf to 55,622 gsf, a decrease of 2,920 gsf of residential floor area (does not include parking gsf). 1,585 gsf would be used for mechanical and miscellaneous floor area. The total size of the building on Projected Development Site 1 would increase from 67,312 gsf to 67,865 gsf, an increase of 553 gsf. The amount of parking in the building would remain the same at 19 spaces[2]. No other changes would be made to the building on Projected Development Site 1 nor would any changes be made to the building on Projected Development Site 2.

The RWCDS for the Proposed Modified Development Program summarized in **Table 2** below assumes that the Proposed Actions would result in approximately 87,423 gsf of new development including approximately 73,334 gsf of residential uses comprised of approximately 91 DUs, of which between approximately 18 and 27 Dus would be income-restricted Inclusionary Housing units pursuant to Options 1, 2, or 3 affordable to households with incomes averaging between 40% and 80%. The Proposed Actions would also result in the development of approximately 25 accessory parking spaces.

Table 2: Proposed Modified Development Program

Site #	No-Action	With-Action	Increment
1	12,500 gsf C, 31 workers	55,622 gsf R (70 Dus, 185 residents, 3 workers) 10,658 gsf CF, 5 workers 19 parking spaces 67,865 gsf total	-12,500 gsf C (-31 workers) +55,622 gsf R (70 DUs, 186 residents, 3 workers) +10,658 gsf CF, 5 workers +19 parking spaces +55,365 gsf total
2	6,680 gsf C, 27 workers	17,712 gsf R (21 Dus, 56 residents, 1 worker) 6 parking spaces 19,558 gsf total	-6,680 gsf C (-27 workers) +17,712 gsf R (21 DUs, 56 residents, 1 worker) +6 parking spaces +12,878 gsf total
Total	19,180 gsf C, 58 workers	73,334 gsf R (91 Dus, 242 residents) 10,658 gsf CF 25 parking spaces 9 workers 87,423 gsf total	-19,180 gsf C (-58 workers) +73,334 gsf R (91 Dus, 242 residents, 4 workers) +10,658 gsf CF, 5 workers +25 parking spaces -49 workers +68,243 gsf total

Notes: R = residential, C = commercial, CF = community facility

IV. ASSESSMENT OF PROJECT MODIFICATION

Included in this section of the Technical Memorandum is an assessment of the potential for significant adverse impacts due to the Proposed Modified Development Program compared to the RWCDS analyzed in the EAS.

[2] The Inner Transit Zone requires no parking for house of worship type community facilities and for the residential use (ZR 25-211), reinforced by the newly adopted City of Yes for Housing Opportunities. 19 parking spaces would continue to be voluntarily provided. Parking was provided in the cellar level of the building for the With-Action condition analyzed in the EAS while the Proposed Modified Development Program provides the parking unenclosed at-grade at the first floor level of the building.

Land Use, Zoning, and Public Policy

The Proposed Modified Development Program would result in a change to the development on Projected Development Site 1. The principal change would be the inclusion of 10,658 gsf of community facility space in the form of a synagogue in the cellar of the building. The proposed residential floor area of the building would decrease from 58,542 gsf and 74 Dus to 55,622 gsf and 70 Dus, a decrease of 2,920 gsf and 4 Dus. The total size of the building would increase slightly from 67,312 gsf to 67,865 gsf, an increase of 553 gsf. No other changes would be made to the building and no changes would be made to the building on Projected Development Site 2.

The Proposed Modified Development Program on Projected Development Site 1 would remain consistent with existing land uses and land use trends within both the Affected Area and the 400-foot project study area. Both the Affected Area and the study area are currently developed with and are experiencing both new residential and new community facility development. To the immediate north of Projected Development Site 2, Lot 7510 is being developed with a 6,068 gsf house of worship which when completed will contain a worship hall, congregation offices, a cafeteria, and an accessory residential unit for the congregation's rabbi. Lot 5 (131 Taaffe Place) is developed with a 4,000 gsf mixed-use building in which there are two residential units above a ground floor religious community facility use. A 108,000 gsf public elementary and middle school is located on Block 1897, Lot 13, to the immediate north of the Affected Area, with frontage on both Kent Avenue and Taaffe Place. The Proposed Modified Development Program on Projected Development Site 1 would not result in a significant adverse land use impact, and no further assessment is required.

The Proposed Modified Development Program on Projected Development Site 1 would comply with the provisions of the proposed MX-4 district. The MX-4 district permits the proposed residential and community facility uses on Projected Development Site 1 under the Proposed Modified Development Program as well as the proposed total building FAR of 3.90, which is unchanged from the EAS analysis. The proposed community facility would be located in the cellar of the building and the maximum permitted community facility FAR of 3.00 would comply with the proposed zoning district. The Proposed Modified Development Program on Projected Development Site 1 would not result in a significant adverse zoning impact, and no further assessment is required.

The Proposed Modified Development Program on Projected Development Site 1 would remain consistent with public policies applicable to the Site including the OneNYC 2050 and Housing Our Neighbors housing policy goals by providing between approximately 18 and 27 affordable units supporting access to affordable housing. The inclusion of community facility space in the Proposed Modified Development Program would be consistent with the goals of OneNYC 2050 to support thriving neighborhoods by providing a mix of compatible and supportive land uses. The Proposed Modified Development Program would also be consistent with the goals of the Myrtle Avenue Brooklyn Partnership Business Improvement District within the project study area by supporting residential and community facility growth that reinforces local economic activity and neighborhood vitality. By facilitating the development of new mixed income housing, the Proposed Actions would be consistent with the City's policies regarding housing. The Proposed Modified Development Program on Projected Development Site 1 would not result in a significant adverse public policy impact, and no further assessment is required.

The modified development program would not change the EAS' analysis conclusions relative to land use, zoning, and public policy. The Proposed Actions would not result in any significant adverse impacts to this analysis category.

Open Space

The Proposed Modified Development Program would result in a change to the development on Projected Development Site 1. The principal change as relevant to open space would be the inclusion of 10,658 gsf of community facility space in the form of a synagogue within the building and a decrease of 4 dwelling units from 74 Dus to 70 Dus. The decrease in the number of dwelling units would result in a decrease in the number of residents on Projected Development Sites 1 and 2 from 252 residents to 242 residents or a decrease of 10 residents. The open space analysis in the EAS is based on the population and the open space ratio with this decrease in population would be 0.2311.

The increase in other users of Projected Development Site 1, including approximately 150 congregants and 5 synagogue employees[3], would screen out of the non-resident open space analysis as it would fall below the screening threshold of 500 persons.

The Proposed Modified Development Program would not change the EAS' analysis conclusions relative to open space. The Proposed Actions would not result in a significant adverse impact related to open space, and no further assessment is required.

Shadows

Although the Proposed Modified Development Program would result in changes to the uses and square footage breakdowns within the building on Projected Development Site 1, it would not result in any changes to the maximum permitted building envelope or to the height of the proposed development. The EAS assessed a reasonable worst-case development scenario in which the buildings on Projected Development Sites 1 and 2 would have greater height than proposed. Both buildings would have nine stories with rooftop heights of 95 feet and bulkhead heights of 105 feet. However, because the height to the top of the bulkheads could theoretically be as much as 120 feet (if the rooftop structures were 25 feet rather than 10 feet tall), 120-foot-tall buildings were assumed in the analysis for height related sections including shadows.

The Proposed Modified Development Program would not change the EAS' analysis conclusions relative to shadows. The Proposed Actions would not result in a significant adverse impact related to shadows, and no further assessment is required.

Historic and Cultural Resources

Although the Proposed Modified Development Program would result in changes to the uses and square footage breakdowns within the building on Projected Development Site 1, it would not result in any changes to the building footprint, building envelope, height, or exterior appearance of the proposed development.

LPC identified archaeological sensitivity on the Projected Development Sites and requires a Restrictive Declaration (RD) to ensure that appropriate archaeological investigation and monitoring is undertaken prior to and during construction. This RD would be placed on the applicant-owned Projected Development Site 1 and the co-applicant-owned Projected Development Site 2, and would be recorded in conjunction with the approval of the Proposed Actions. In addition, an LPC-approved Construction Protection Plan (CPP) will be formulated and implemented and recorded in conjunction with the Proposed Actions and included in the RD to be placed on Projected Development Sites 1 and 2. The recording of the RD in conjunction with the approval of the Proposed Actions precludes significant adverse impacts to archaeological resources.

The Proposed Modified Development Program would not change the EAS' analysis conclusions relative to historic and cultural resources. The Proposed Actions would not result in a significant adverse impact related to historic and cultural resources, and no further assessment is required.

Urban Design and Visual Resources

Although the Proposed Modified Development Program would result in changes to the uses and square footage breakdowns within the building on Projected Development Site 1, it would not result in any changes to the building envelope, the building footprint, FAR, or the height of the With-Action condition. The proposed community facility use (synagogue) would be located in the cellar of the building and would not be visible from the surrounding streets. Parking within the building would be relocated from the cellar in the With-Action scenario analyzed in the EAS to the first floor level in the Modified Plan. The parking area would not be visible from the surrounding streets and the driveway access to the parking area would be in the same location as the plan analyzed in the EAS. Therefore, there would be no change to the EAS' Urban Design

[3] The Applicant expects a maximum of 5 employees for the proposed use.

conclusion of no impacts regarding pedestrian experience.

The EAS assessed a reasonable worst-case development scenario in which the buildings on Projected Development Sites 1 and 2 would have greater height than proposed. Both buildings would have nine stories with rooftop heights of 95 feet and bulkhead heights of 105 feet. However, because the height to the top of the bulkheads could theoretically be as much as 120 feet (if the rooftop structures were 25 feet rather than 10 feet tall), 120-foot-tall buildings were assumed in the analysis for height related sections including urban design and visual resources.

The Proposed Modified Development Program would not change the EAS' analysis conclusions relative to urban design and visual resources. The Proposed Actions would not result in a significant adverse impact related to urban design and visual resources, and no further assessment is required.

Hazardous Materials

Although the Proposed Modified Development Program would result in changes to the uses and square footage breakdowns within the building on Projected Development Site 1, it would not result in any changes to the building envelope or the building footprint. Soil disturbance on Projected Development Site 1 would occur as under the original With-Action condition. An E-Designation (E-883) for hazardous materials would continue to be mapped on Projected Development Site 1. With the E-Designation in place to ensure that soil, groundwater, and vapor testing and any required remediation would precede redevelopment, no significant adverse impacts related to hazardous materials would occur.

The Proposed Modified Development Program would not change the EAS' analysis conclusions relative to hazardous materials. The Proposed Actions would not result in a significant adverse impact related to hazardous materials, and no further assessment is required.

Transportation

The With Action condition analyzed in the EAS did not require the preparation of a transportation analysis as the level of development of 95 dwelling units and 25 parking spaces did not exceed the minimum development density of 200 dwelling units and 60 parking spaces for Zone 4 as noted in the *CEQR Technical Manual* transportation section. However, with the addition of a 10,658 gsf community facility (synagogue) use on Projected Development Site 1, the total projected development of 91 dwelling units, 10,658 gsf of community facility space, and 25 parking spaces no longer screens out for the preparation of a Level 1 transportation analysis.

The Proposed Actions under the Modified Development Program would result in a mixed-use development consisting of 91 residential dwelling units (73,334 gsf), 10,658 gsf of community facility space (synagogue), and 25 accessory parking spaces. Table 1 below presents the existing, no-action, and with-action scenarios and the increment between the no-action and with-action scenarios on Projected Development Sites 1 and 2 under the Proposed Modified Development Program.

Table 1 – Proposed Modified Development Program

Existing, No-Action Scenario, With-Action Scenario, and Increment on Projected Development Sites

Land Use	Existing/No Action	With-Action	Increment
Residential (DU)	0	91 DU (73,334 gsf)	+ 91 DU (73,334 gsf)
Commercial (gsf)	19,180 gsf	0	- 19,180 gsf
Community Facility (synagogue) (gsf)	0	10,658	+ 10,658 gsf
Accessory Parking	0	25	+ 25

The transportation analyses are based on the net difference between the Proposed With-Action and No-Action conditions. Because trip generation surveys were not conducted for the existing light industrial and commercial uses on the Projected Development Sites, no trip credits were assigned to these existing uses in the transportation analyses.

Based on the results of Level 1 trip generation screening analyses, the Proposed Actions under the Modified Development Program would generate fewer vehicle, transit (subway and bus), and pedestrian trips than the *2021 CEQR Technical Manual* thresholds. Therefore, in accordance with the threshold guidelines detailed in the *2021 CEQR Technical Manual,* these Proposed Actions would not result in significant adverse impacts related to transportation (traffic, transit, and pedestrian network) and no further transportation analyses would be warranted.

As the Proposed Actions under the Modified Development Program 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. A Level 2 screening analysis (trip assignment) would not be required for assessing vehicle, transit, or pedestrian impacts during any peak hour.

In accordance with the threshold guidelines detailed in the *2021 CEQR Technical Manual*, the Proposed Actions under the Modified Development Program would not 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.

A new EAS transportation analysis section and back up materials are included in an Appendix to this document.

Air Quality

As discussed above, since the issuance of the EAS, the Applicant has proposed a change to Projected Development Site 1 (Lot 49) to provide a community facility use (synagogue) in the cellar level and parking on the first floor. The change to the RWCDS would result in a decrease of four dwelling units in the building from 74 to 70 dwelling units (based on an average unit size of 791 gsf). The community facility use would total 10,658 gsf and the residential floor area in the building would decrease from 58,542 gsf to 55,622 gsf. The amount of parking in the building would remain the same at 19 spaces. No other changes would be made to the building on Projected Development Site 1 nor would any changes be made to the building on Projected Development Site 2.

The EAS's air quality mobile source was screened out (no detailed analysis was required). The change to the RWCDS would generate fewer than 50 peak hour vehicle trip-ends, and the RWCDS on-site parking would remain at 19 spaces. As such, the change to the RWCDS would not alter the results or conclusion of the air quality mobile source.

The change to the RWCDS will result in a slightly larger building, but the building height will remain unchanged. A 67,312 gsf building was considered in the EAS, while the change to the RWCDS would facilitate a 67,865 gsf building (an increment of 553 gsf). The change to Projected Development Site 1 RWCDS would result in slightly higher, but approximately the same, emissions from the heating, hot water, ventilation, and air conditioning (HVAC) system. Quantitatively, the change to the RWCDS will result in an approximately 0.82% increase in emissions. As such, the change to the RWCDS will not alter the EAS's conclusion regarding the HVAC system. Furthermore, the change to the RWCDS will not affect the E-Designation language regarding the HVAC systems for Projected Development Sites 1 or 2. E-Designation number E-883 would continue to be applicable to Projected Development Sites 1 and 2.

An air quality screening dispersion analysis was conducted for an industrial air toxic emission source in the EAS. The change to the RWCDS will not change the results (pollutant concentrations) or conclusion of the EAS.

The Proposed Modified Development Program would not change the EAS' analysis conclusions relative to air quality. The Proposed Actions would not result in a significant adverse impact related to air quality, and no further assessment is required.

Noise

The RWCDS for the Proposed Modified Development Program would not result in any new stationary noise sources. Building mechanical systems would continue to be designed to comply with all applicable noise regulations. In addition, the RWCDS for the Proposed Modified Development Program would not introduce any new noise-sensitive receptors that would alter the noise attenuation measures identified in the previously prepared EAS.

E-Designation number E-883 would continue to be applicable to Projected Development Site 1 with the Proposed Actions under the modified development program.

Based on the revised transportation analysis, the RWCDS for the Proposed Modified Development Program would not result in project-generated traffic volumes that would increase existing Noise Passenger Car Equivalents (PCEs) by greater than 100 percent on any roadway segment. Therefore, vehicular traffic associated with the Proposed Modified Development Program would not result in significant adverse noise impacts.

The Proposed Modified Development Program would not change the EAS' analysis conclusions relative to noise. The Proposed Actions would not result in a significant adverse impact related to noise, and no further assessment is required.

Construction

While the Proposed Modified Development Program would result in changes to the uses and square footage breakdowns within the building on Projected Development Site 1, the overall size of the building would remain essentially the same (67,865 gsf modified vs 67,312 gsf original proposal). There would be no changes required to the construction schedule or duration to construct the modified building relative to the With Action condition. Demolition and construction would take an estimated 22 months.

The Proposed Modified Development Program would not change the EAS' analysis conclusions relative to construction. The Proposed Actions would not result in a significant adverse impact related to construction, and no further assessment is required.

Disadvantaged Community Assessment

The Proposed Modified Development Program, which includes the creation of a 10,658 gsf community facility use (synagogue) in the cellar level of the building on Projected Development Site 1, the relocation of accessory parking from the cellar to the first floor of the building, and a decrease of 4 residential dwelling units in the building, would not alter the conclusions of the Disadvantaged Community Assessment included in the EAS. As with the Proposed Actions analyzed in the EAS, the Proposed Modified Development Program would not result in adverse impacts or a combination of moderate effects that would cause or increase a disproportionate pollution burden to any disadvantaged communities.

The Proposed Modified Development Program would not change the EAS' analysis conclusions relative to the disadvantaged community assessment. The Proposed Actions would not disproportionately affect any disadvantaged communities, nor would it cause or increase a disproportionate pollution burden to a disadvantaged community, and no further assessment is required.

V. CONCLUSION

As described above, the Proposed Actions which would facilitate the modified development program as proposed by the Applicant would not result in significant adverse environmental impacts. As described above, the modified development program would not alter the conclusions of the EAS and Negative Declaration (CEQR No. 24DCP144K) issued on March 2, 2026.

APPENDIX

TRANSPORTATION

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 the future with the Proposed Actions (the With-Action scenario) and the future without the Proposed Actions (the No-Action scenario) are analyzed to determine the potential for significant adverse transportation impacts of the Proposed Actions.

PROJECT AREA

The Affected Area is located on Brooklyn Block 1897, which is bounded by Park Avenue, a two-way eastbound/westbound roadway on the north; Myrtle Avenue, a two-way eastbound/westbound roadway on the south; Kent Avenue, a one-way southbound roadway on the east; and Taaffe Place, a one-way northbound roadway on the west within the Bedford Stuyvesant neighborhood of Brooklyn, Community District 13.

EXISTING CONDITIONS

Projected Development Sites 1 and 2 are currently improved with several commercial uses, including an auto leasing business, online businesses, and a chocolate packaging business. None of these uses provide accessory parking spaces, as summarized in **Table 1.**

NO-ACTION SCENARIO

Absent the Proposed Actions, the chocolate processing operation occupying half of the building (6,250 gsf industrial use) on Projected Development Site 1 is expected to relocate, leaving the building half vacant. An event venue would continue to occupy the other half of the building (6,250 gsf commercial use). In accordance with area land use trends where most new commercial uses are offices, it is expected that a commercial office use would occupy the 6,250 gsf vacated space in the Applicant's building under the future no-action condition.

Under the future no-action scenario, Projected Development Site 2 would remain in its current condition. A 6,680 gsf industrial building occupied by an automobile leasing company and the offices of two online sales operations would remain on Projected Development Site 2.

Therefore, it is assumed that light industrial and commercial uses would remain on Projected Development Sites 1 and 2 under the No-Action condition, as summarized in **Table 1**.

WITH-ACTION SCENARIO

The Proposed Actions under the Modified Development Program would result in a mixed-use development consisting of 91 residential dwelling units (73,334 gsf), 10,658 gsf of community facility space (synagogue), and 25 accessory parking spaces, as summarized in **Table 1**.

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

Land Use	Existing/No Action	With-Action	Increment
Residential (d.u.)	**0**	**91 d.u. (73,334 gsf)**	**+ 91 d.u. (73,334 gsf)**
Commercial (gsf)	**19,180 gsf**	**0**	**- 19,180 gsf**
Community Facility (synagogue) (gsf)	**0**	**10,658**	**+ 10,658 gsf**
Accessory Parking	**0**	**25**	**+ 25**

Source: Approved RWCDS.

ANALYSIS FRAMEWORK

The transportation analyses are based on the net difference between the Proposed With-Action and No-Action conditions. Because trip generation surveys were not conducted for the existing light industrial and commercial uses on the Projected Development Sites, no trip credits were assigned to these existing uses in the transportation analyses.

INCREMENT

The Proposed Actions would result in a net increase of 91 residential dwelling units (73,334 gsf) and a 10,658 gsf community facility space (synagogue).

PRINCIPAL CONCLUSIONS

The following trip generation (Level 1 Screening) analyses have been conducted for the project increment scenario, as summarized above.

Peak Hour	Person Trips	Vehicle Trips	Subway Trips	Bus Trips	Walk/Other Trips	Pedestrian Trips
AM peak hr.	85	10	26	5	41	72
MD peak hr.	50	6	16	2	24	42
PM peak hr.	78	9	24	3	39	66
Sat.MD peak hr.	106	11	27	7	60	94

Based on the results of trip generation (Level 1) screening analyses, as summarized in **Tables 2 through 4 (**Transportation Appendix), the Proposed Actions would generate fewer vehicle, transit (subway and bus), and pedestrian trips than the *2025 CEQR Technical Manual* thresholds. Therefore, in accordance with the threshold guidelines as detailed in the *2025 CEQR Technical Manual,* the Proposed Actions would not result in significant adverse impacts related to transportation (traffic, transit and pedestrian network), and no further transportation analyses would be warranted, as detailed below.

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*, U.S. Census Data, and other approved EASs and EISs. The travel demand assumptions and trip generation sources are summarized in **Table 2** (Transportation Appendix) and detailed below.

Residential Development

The *2025 CEQR Technical Manual* Table 16-2 was utilized for trip generation rates, including truck trips, peak hour temporal distribution, and directional splits. The 2015-2019 American Community Survey (ACS) Journey-to Work (JTW) data for Census Tract #'s 191, 235, 241, 255, 531, 537, and 1237 in Brooklyn, NY was used for modal split information and auto occupancy rate, as is estimated in **Exhibits 1 and 2**, and summarized in **Table 2** (Transportation Appendix).

The estimated modal split data for residential use found that approximately 16.3% would travel by car, 0% would travel by taxi, 5.1% would travel by bus, 37.4% would travel by subway, and 41.2% would travel by foot and other modes of travel, such as bicycle, as shown and summarized in **Exhibit 1**. The auto occupancy rate is 1.12, based on the 2015-2019 ACS JTW data for Census Tract #'s 191, 235, 241, 255, 531, 537, and 1237 in Brooklyn NY as summarized in **Exhibit 2**. The taxi occupancy rate is based on the *East New York Rezoning FEIS (Table 13-8)*.

Community Facility (Synagogue)

The community facility (synagogue) trip generation rates, peak hour temporal distribution, directional splits, modal splits, vehicular occupancy and truck trip rates are based on the *East New York Rezoning FEIS (Table 13-8)*.

The estimated modal split results for a house of worship use found that approximately 5% would travel by car, 1% would travel by taxi, 6% would travel by bus, 3% would travel by subway, and 85% would travel by foot and other modes of travel.

PRELIMINARY ANALYSIS METHODOLOGY AND SCREENING ASSESSMENTS

The *CEQR Technical Manual* recommends a two-tier screening procedure for the preparation of a "preliminary analysis" to determine if quantified analyses of transportation conditions are warranted. As discussed below, the preliminary analysis begins with a trip generation analysis (Level 1) to estimate the volume of person and vehicle trip-ends attributable to the Proposed Actions. If the Proposed Actions are expected to result in fewer than 50 peak hour vehicle trip-ends and fewer than 200 peak hour transit or pedestrian trip-ends, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (Level 2) are performed to estimate the incremental trip-ends at specific transportation elements and to identify potential locations for further analysis. 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 generated by the Proposed Actions during the Weekday AM, Midday, PM, and Saturday peak hours, as summarized in **Tables 3 and 4** (Transportation Appendix). These trip estimates were then compared to the *CEQR Technical Manual* thresholds to determine if a Level 2 screening and/or quantified operational analyses would be warranted.

The Proposed Actions would generate a total of 85, 50, 78, and 106 net person trip-ends:

- 10 (2 inbound and 8 outbound), 6 (3 inbound and 3 outbound), 9 (5 inbound and 4 outbound), and 11 (6 inbound and 5 outbound) net vehicle trip-ends;
- 26, 16, 24, and 27 net subway trip-ends;

- 5, 2, 3, and 7 net bus trip-ends;
- 72, 42, 66, and 94 net pedestrian trip-ends, during 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** (Transportation Appendix), a Level 2 screening analysis (trip assignment) would not be required for assessing vehicle, transit or pedestrian impact during any of the peak hours.

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 would not have a significant adverse impact on the neighborhood's traffic, parking, transit, and pedestrian movements.

Selection Method | 862 KENT AVENUE, Broc ✕ | Census Tract | Neighborhood Tabulation Area (NTA) | Community District Tabulation Area (CDTA) | Community District (CD) | More Geographies | Add Map Layers

Your Selection

7 Tracts selected

36,102
Population
(2020 Census)

10,333
Housing Units
(2020 Census)

Clear Selection | View Data ›

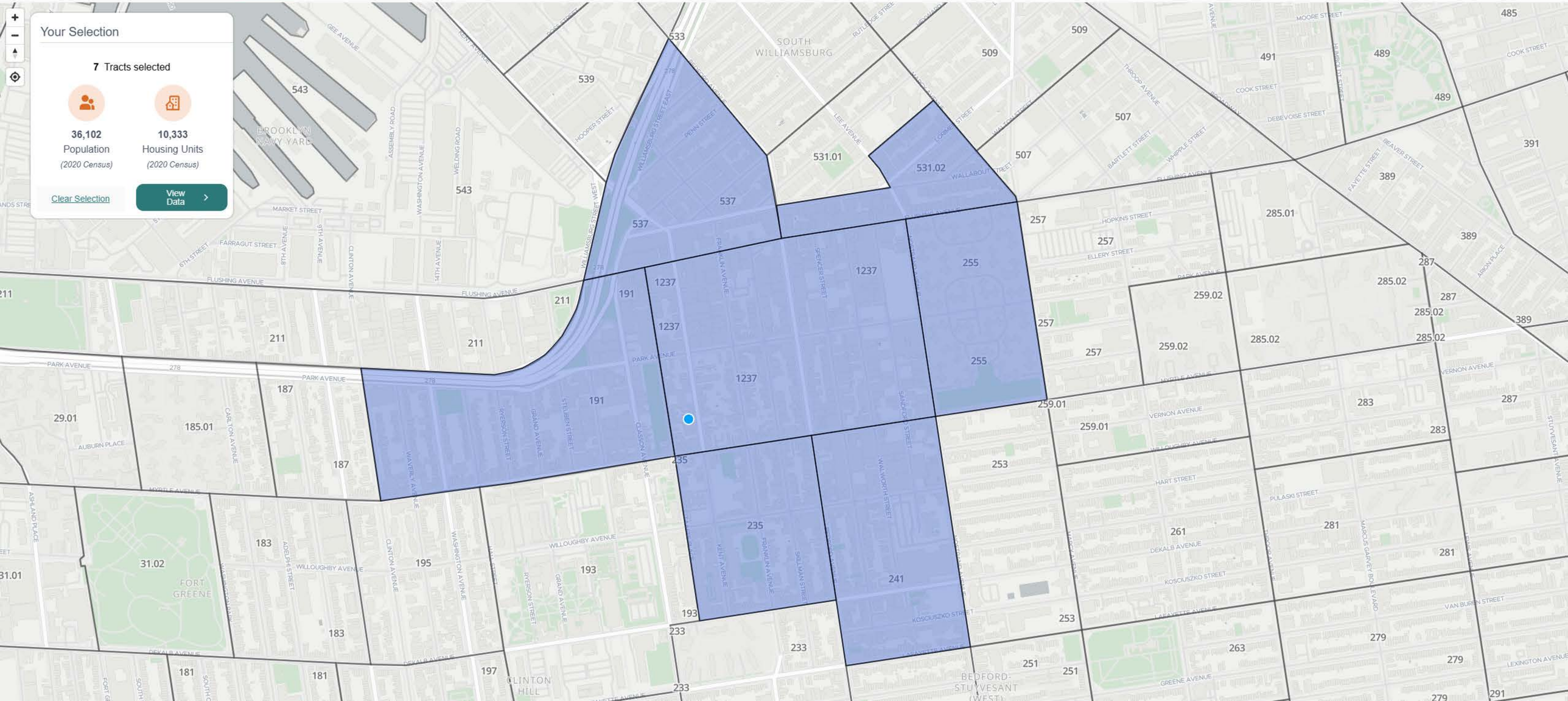


Exhibit 1

Modal Split Data

2015-2019 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 191, 235, 241, 255, 531, 537, and 1237 in Brooklyn, NY

862-868 Kent Avenue, Brooklyn NY

2015-2019 ACS 5-Year, Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motorcycle	Bicycle	Walked	Other Means	Worked @ Home	Total
191	1848	174	17	72	0	1022	0	0	0	0	130	284	12	137	1,848
235	2124	400	88	60	0	899	10	0	0	0	159	425	13	70	2,124
241	1505	111	5	59	0	873	0	0	0	0	62	255	18	122	1,505
255	1798	167	58	211	0	971	25	0	0	0	47	207	0	112	1,798
531	2321	293	97	57	0	428	0	0	0	13	0	1254	42	137	2,321
537	871	146	46	25	0	24	0	0	0	0	0	594	0	36	871
1237	1820	353	44	144	0	291	50	0	0	0	35	668	3	232	1,820
Total	12,287	1,644	355	628	0	4,508	85	0	0	13	433	3,687	88	846	12,287
% Mode of Travel		***0.134***	***0.029***	***0.051***	***0.00***	***0.367***	***0.007***	***0.00***	***0.00***	***0.00***	***0.04***	***0.300***	***0.01***	***0.069***	***1.00***

Exhibit 2

Auto Occupancy Rate Data

2015-2019 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 191, 235, 241, 255, 531, 537, and 1237 in Brooklyn, NY

2015-2019 ACS-5 Year (JTW), Auto Occupancy Rate:

Census Tract	Total	Drove Alone	Total Carpool	Carpool 2 Person	Carpool 3 Person	Carpool 4 Person	Carpool 5 or 6 Person	Carpool 7 or more Person	Total
191	191	174	17	0	0	0	17	0	17
235	488	400	88	49	39	0	0	0	88
241	116	111	5	0	0	0	5	0	5
255	225	167	58	18	0	40	0	0	58
531	390	293	97	60	0	0	37	0	97
537	192	146	46	41	5	0	0	0	46
1237	397	353	44	44	0	0	0	0	44
Persons	1,999	1,644	355	212	44	40	59	0	355
Cars		1644		106	15	10	11	0	1,785

Modal Split Data Summary

Auto	**16.3%**
Taxi	**0.0%**
Bus	**5.1%**
Subway	**37.4%**
Walk	**30.0%**
Other	**11.2%**
Total	**100%**

Vehicle Occupancy = 1.12

Table 2 : Transportation Planning Factors

862-868 Kent Avenue, Brooklyn NY

Land Use:	***Residential***		***House of Worship***	
	d.u.		***gsf***	
Size/Units:	***91***		***10,658***	
	(1)		**(3)**	
Trip Generation:				
Weekday	8.18		19.18	
Saturday	9.08		21.83	
	per d.u.		per 1,000 gsf	
Linked-Trip:	0%		0%	
Temporal Distribution:	**(1)**		**(3)**	
AM Peak Hour	9.3%		7.9%	
MD Peak Hour	5.6%		4.0%	
PM Peak Hour	8.5%		7.2%	
Saturday Midday Peak Hour	8.4%		15.8%	
	(2)		**(3)**	
Modal Split :	All Periods		All Periods	
Auto	16.3%		5.0%	
Taxi	0.0%		1.0%	
Subway	37.4%		3.0%	
Bus	5.1%		6.0%	
Walk & Other	41.2%		85.0%	
Total	100%		100%	
	(1)		**(3)**	
In/Out Splits:	In	Out	In	Out
AM Peak Hour	22%	78%	54%	46%
MD Peak Hour	50%	50%	50%	50%
PM Peak Hour	62%	38%	52%	48%
Saturday Midday Peak Hour	55%	45%	71%	29%
Vehicle Occupancy:	**(2&3)**		**(3)**	
Auto	1.12		1.65	
Taxi	1.3		1.4	
Truck Trip Generation:	**(1)**		**(3)**	
Weekday	0.06		0.29	
Saturday	0.02		0.29	
	per d.u.		per 1,000 gsf	
	(1)		**(3)**	
AM Peak Hour	12.0%		9.6%	
MD Peak Hour	9.0%		11.0%	
PM Peak Hour	2.0%		1.0%	
Saturday Midday Peak Hour	9.0%		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)-2015-2019 American Community Survey (ACS)- Journey-to-Work (JTW) Census Tract #'s 191, 235, 241, 255, 531, 537, and 1237 in Brooklyn N.Y.

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

Table 3 : Estimated Person Trips

862-868 Kent Avenue, Brooklyn NY

Land Use:	*Residential*		*House of Worship*		Total Net Demand		Subway
	d.u.		*gsf*				Bus
Size/Units:	*91*		*10,658*				Walk
							Total Pedestrians
Peak hour Trips							
AM Peak Hour	69		16		85		
Midday Peak Hour	42		8		50		
PM Peak Hour	63		15		78		
Saturday Midday Peak Hour	69		37		106		
Person Trips:							
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	2	9	0	0	2	9	
Taxi	0	0	0	0	0	0	
Subway	6	20	0	0	6	20	26
Bus	1	3	1	0	2	3	5
Walk & Other	6	22	7	6	13	28	41
Total	15	54	8	6	23	60	72
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	3	3	0	0	3	3	
Taxi	0	0	0	0	0	0	
Subway	8	8	0	0	8	8	16
Bus	1	1	0	0	1	1	2
Walk & Other	9	9	3	3	12	12	24
Total	21	21	3	3	24	24	42
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	6	4	0	0	6	4	
Taxi	0	0	0	0	0	0	
Subway	15	9	0	0	15	9	24
Bus	2	1	0	0	2	1	3
Walk & Other	16	10	7	6	23	16	39
Total	39	24	7	6	46	30	66
Saturday Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	
Auto	6	5	1	1	7	6	
Taxi	0	0	0	0	0	0	
Subway	14	12	1	0	15	12	27
Bus	2	2	2	1	4	3	7
Walk & Other	16	13	22	9	38	22	60
Total	38	32	26	11	64	43	94

Table 4 : Estimated Vehicular Trips

862-868 Kent Avenue, Brooklyn NY

Land Use:	*Residential*		*House of Worship*		Total Net Demand		Total Vehicle Trip-ends
	d.u.		*gsf*				
Size/Units:	*91*		*10,658*				
Vehicular Trips							
AM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	2	8	0	0	2	8	10
Taxi	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0	0
Total	2	8	0	0	2	8	10
Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	3	3	0	0	3	3	6
Taxi	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0	0
Total	3	3	0	0	3	3	6
PM Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	5	4	0	0	5	4	9
Taxi	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0	0
Total	5	4	0	0	5	4	9
Saturay Midday Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Total**
Auto (Total)	5	4	1	1	6	5	11
Taxi	0	0	0	0	0	0	0
Taxi (Balanced)	0	0	0	0	0	0	0
Truck(Balanced)	0	0	0	0	0	0	0
Total	5	4	1	1	6	5	11