APPENDIX 2
WRITTEN COMMENTS RECEIVED ON THE DRAFT SCOPE OF WORK

OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

DEPT OF CITY PLANNING
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ENVIRONMENTAL REVIEW DIV.

September 14, 2012

Amanda Burden, Director
Department of City Planning
22 Reade Street
New York, New York 10007

Dear Ms. Burden:

I am writing to submit my comments in response to the proposed scope of work for the Rheingold Development Rezoning Environmental Impact Statement (DEIS). I will consider the appropriateness of this proposal during the ULURP process.

Attached are my comments on the draft scope of work. These comments take into consideration matters pertaining to: socioeconomic conditions, traffic and subway. I believe that these comments are largely reflective of deficiencies in the draft scope pertaining to the Rheingold Development Rezoning proposal.

If you have any questions, please contact Mr. Richard Bearak, my land use director, at (718) 802-4057. Thank you.

Sincerely,

Marty Markowitz

MM/rb
Enc.

cc: Nadine Whitted, District Manager
Community Board 4
Robert Dubruskin, AICP, Director, Environmental Assessment and Review
Department of City Planning
Purnima Kapur, Director, Brooklyn Office
Department of City Planning

COMMENTS ON THE SCOPE OF WORK FOR THE RHEINGOLD DEVELOPMENT REZONING DRAFT ENVIRONMENTAL IMPACT STATEMENT BY BOROUGH PRESIDENT MARTY MARKOWITZ SEPTEMBER 24, 2012

Task 2: Land Use, Zoning and Public Policy

Comment: Block 3137 contains a C-Town supermarket of approximately 6,000 square feet on Lot 56. According to Table 1: Projected and Potential Development Sites, Block 3137, Lot 56 is listed as Projected Development Site 8, therefore it is a possibility that the C-Town may cease operating at some point if the proposed Rheingold Development Rezoning is adopted. In December of 2009 the City enacted Special Regulations applying to FRESH food stores as a means of promoting and protecting public health, safety and general welfare. These regulations were made applicable in Community District 4 (CD 4) as a means to encourage FRESH food stores to locate in locations that are easily accessible to nearby residents given the inadequacy of such stores being located within Bushwick. Therefore, the second subtask should reference the City's FRESH food store public policy, the fifth subtask should include a discussion of the City's FRESH food store public policy, the eight subtask should include a discussion of the Proposed Action's potential effect on the City's FRESH food store public policy and the ninth subtask should disclose mitigation measures that might address potential effect on the City's FRESH food policy.

Task 3: Socioeconomic Conditions

Direct Business Displacement

Comment: Block 3137 contains a C-Town supermarket of approximately 6,000 square feet on Lot 56. According to Table 1: Projected and Potential Development Sites, Block 3137, Lot 56 is listed as Projected Development Site 8, therefore it is a possibility that the C-Town may cease operating at some point if the proposed Rheingold Development Rezoning is adopted. Given that the City enacted Special Regulations applying to FRESH food stores as a means of prompting and protecting public health, safety and general welfare, and that CD 4 is one of the areas in which these regulations are meant to promote and protect public health, safety and general welfare, an analysis should be undertaken to access potential impact according to the projected development for loss of the C-Town store, particularly in light of the projected addition of 3,174 new residents. Such analysis should identify all supermarkets in reasonable proximity that might serve as a consumer resource for all residents in the market catchment area of the C-Town and then assess the adequacy of the nearby food stores to serve area residents.

Task 19: Transportation

Traffic

Comment: The list for manual counts should include the intersection of Flushing Avenue and Noll Street. This is because of the traffic network described in Appendix 3, Transportation Planning Factors Memorandum prepared by Philip Habib and Associates, dated July 24, 2012, which notes that Noll Street would be opened to the street network between Stanwix Street to Evergreen Avenue as a westbound through street according to Figure 2, which depicts the future street network. This is likely to result in a new traffic pattern that would then divert some portion of westbound Flushing Avenue traffic to travel along Noll Street to head then southbound along Stanwix Street (a new direction of travel according to Figure 2) to southbound Bushwick Avenue, as opposed to continuing westbound along Flushing Avenue to Bushwick Avenue. Such information would assist in reallocation of traffic at some of the other intersections that will be analyzed for projected conditions.

Comment: Figures 4 and 5 indicate traffic flow along Noll Street, including turning movements on to Stanwix Street, that are in contradiction with Figure 3, which depicts future street network. It would seem that these figures need to be identical.

Subway

Comment: The assumptions made in the transit section on Table 3, Projected Generated Subway Trips (by Station), as contained in Appendix 3, Transportation Planning Factors Memorandum prepared by Philip Habib and Associates, dated July 24, 2012, seem overly optimistic given the distance of certain train stations to the development sites. Access to the Morgan Avenue Station from Sites 1 and 2 requires a walk of between 1,800 and 2,500 feet, where as the walk to the Flushing Avenue Station is between 1,500 and 2,100 feet. Given that Flushing Avenue provides for both Lower Manhattan and Midtown Manhattan service without transfer, there are few trips that seem to justify walking a further distance to a train station. Therefore, the split of as much as 42 percent of the residents walking to the Morgan Avenue Station seems grossly inflated. Depending on assumed journey assignments to work/destination assignment consideration, these figures should be re-evaluated. The same consideration should be given for Sites 3, 4 and 5, where given the distance, practically all trips should be assumed being from the Myrtle Avenue Station in lieu of Morgan Avenue and Flushing Avenue stations. Such a redistribution of passengers would determine whether, in addition to the Myrtle Avenue Station, an analysis should be performed at the Flushing Avenue Station if the threshold exceeds 200 hourly project-generated trips.