ENVIRONMENTAL ASSESSMENT STATEMENT (EAS)
AND
SUPPLEMENTAL STUDIES TO THE EAS

1860 Eastern Parkway Rezoning

1860 Eastern Parkway
Brooklyn, NY

Prepared for:
Atlantic East Affiliates LLC
217 Wyckoff Avenue
Brooklyn, NY 11237

Prepared by:
AECOM USA, Inc.
125 Broad Street
New York, NY 10004

AECOM Project No. 60492647

November, 2016

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

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 1860 Eastern Parkway Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
16DCP068K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
170142ZMK and 170143ZRK	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning			NAME OF APPLICANT Atlantic East Affiliates LLC		
NAME OF LEAD AGENCY CONTACT PERSON Robert Dobruskin			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Scott Short		
ADDRESS 120 Broadway			ADDRESS 217 Wyckoff Avenue		
CITY New York	STATE NY	ZIP 10271	CITY Brooklyn	STATE NY	ZIP 11237
TELEPHONE (212) 720-3423	EMAIL rdobrus@planning.nyc.gov		TELEPHONE (718) 336-3800	EMAIL sshort@rbscc.org	

5. *Project Description*

The Applicant, Atlantic East Affiliates LLC, seeks a zoning map amendment to rezone portions of Brooklyn Blocks 1435 and 1436 from an R6 & R6/C2-3 zoning district to an R8A/C2-4 district to facilitate the construction of a ten-story building at 1860 Eastern Parkway (Block 1436, Lot 6) to contain approximately 50,856 zoning square feet (zsf) (61,304 gross square feet, "gsf") of UG 2 residential floor area and 6,731 zsf of UG 4 community facility floor area. In addition, the cellar would contain approximately 4,845 sf of additional community facility space for a total of 11,576 gsf. The Applicant is also requesting a zoning text amendment to ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas, to establish the project area as a Mandatory Inclusionary Housing ("MIH") Area.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 16	STREET ADDRESS 1860 Eastern Parkway
TAX BLOCK(S) AND LOT(S) Block 1436, Lot 6 and p/o Lot 11; and Block 1435, Lots 40, 42, 43 and p/o Lot 36		ZIP CODE 11233
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS The rezoning area is located on the southeastern and southwestern corners of the intersection of Eastern Parkway and Atlantic Avenue		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R6		ZONING SECTIONAL MAP NUMBER 17C

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

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

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

☐ VARIANCE (use)

☐ VARIANCE (bulk)

☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO If "yes," specify:

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

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

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

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

***State or Federal Actions/Approvals/Funding*:** ☒ YES ☐ NO If "yes," specify: HUD Financing, SEQA, and NEPA

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): Approx. 20,000 (rezoning area) Waterbody area (sq. ft) and type: N/A
Roads, buildings, and other paved surfaces (sq. ft.): Approx. 20,000 Other, describe (sq. ft.): N/A

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 115,142
57,600 (Applicant); 57,492 (Projected development)
NUMBER OF BUILDINGS: 2 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 57,600 (Block 1436 Lot 6); 57,492 (Block 1435 Lots 40, 42 and 43)
HEIGHT OF EACH BUILDING (ft.): 100-145 feet NUMBER OF STORIES OF EACH BUILDING: 10

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO
If "yes," specify: The total square feet owned or controlled by the applicant: 8,000 (Development site)
The total square feet non-applicant owned area: 12,000

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: Approx. 15,992 sq. ft. (width x length) VOLUME OF DISTURBANCE: Approx 271,864 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: Approx. 15,992 sq. ft. (width x length)

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

	Residential	*Commercial*	*Community Facility*	*Industrial/Manufacturing*
Size (in gross sq. ft.)	100,310	7,992	6,731	0
Type (*e.g.,* retail, office, school)	122 units	Ground-floor retail	House of worship/Non-Porfit Office	

Does the proposed project increase the population of residents and/or on-side workers? ☒ YES ☐ NO
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: Approx. 337 NUMBER OF ADDITIONAL WORKERS: TBD

Provide a brief explanation of how these numbers were determined: 122 units less 4 existing units on Projected development Site 2= 118 Units; 118 Units with an average 2.86 persons in household in Brooklyn Community District 16 equals 337 residents

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.
Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:
9. *Analysis Year* CEQR Technical Manual Chapter 2
ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2021
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 16-20
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:
10. *Predominant Land Use in the Vicinity of the Project* (check all that apply) ☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: public facilities/institutions

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☒	☐
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☐	☒
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☐	☐
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
○ If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☐
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☒	☐
5. *SHADOWS*: CEQR Technical Manual Chapter 8		

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

	YES	NO
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 5.729		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 9,953,453 MBtus		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☐	☒
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☐
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
○ Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☐
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☐
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒

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

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	DATE
DONALD E. EHRBROCK, AICP/P.P. AECOM	11-23-16
SIGNATURE	

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

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

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

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

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

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ ☒

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

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

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

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

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

4. ***LEAD AGENCY'S CERTIFICATION***

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment & Review Division	New York City Department of City Planning
NAME	**DATE**
Olga Abinader	November 23, 2016

SIGNATURE



AECOM Environment

Prepared for:
Atlantic East Affiliates
217 Wyckoff Avenue
Brooklyn, NY, 11237

Prepared by:
AECOM
125 Broad Street
New York, NY, 10004

1860 Eastern Parkway Rezoning

Supplemental Studies to the Environmental Assessment Statement

November, 2016

Proposed Development Site:

1860 Eastern Parkway
Brooklyn, NY 11233

Prepared for:

Atlantic East Affiliates
217 Wyckoff Avenue
Brooklyn NY 11237

Prepared by:

AECOM
125 Broad Street
New York, NY, 10004

Table of Contents

1.0 PROPOSED ACTIONS 1
1.1 Project Location 1
1.2 Proposed Development 1
1.3 Purpose and Need 11
1.4 Required Approvals 12
1.5 Analysis Framework (Reasonable Worst Case Development Scenario) 12
2.0 ENVIRONMENTAL REVIEW 17
2.1 LAND USE, ZONING AND PUBLIC POLICY 17
2.1.1 Land Use 17
2.1.2 Zoning 21
2.1.3 Public Policy 24
2.2 OPEN SPACE 24
2.2.1 Preliminary Open Space Assessment 25
2.3 SHADOWS 30
2.3.1 Preliminary Shadow Screening Assessment 30
2.4 HISTORIC AND CULTURAL RESOURCES 32
2.5 URBAN DESIGN AND VISUAL RESOURCES 33
2.5.1 Preliminary Analysis 33
2.6 NATURAL RESOURCES 38
2.7 HAZARDOUS MATERIALS 38
2.7.1 Summary of Phase I ESA 38
2.7.2 Conclusions 39
2.8 AIR QUALITY 39
2.8.1 Mobile Sources 40
2.8.2 Stationary Sources 40
2.9 NOISE 45
2.9.1 Mobile Sources 45
2.9.2 Stationary Sources 48
2.10 NEIGHBORHOOD CHARACTER 49
2.10.1 Existing Conditions 50
2.10.2 Future No-Action Scenario 51
2.10.3 Future With-Action Scenario 51
2.11 CONSTRUCTION 53

Figures

Figure 1.2-1 Project Site Location 2
Figure 1.2-2 Existing and Proposed Zoning 3
Figure 1.2-3 Tax Map 4
Figure 1.2-4 Photo Key Map 5
Figure 1.2-5 Photographs of the Site and Surrounding Area 6
Figure 2.1-1 Land Use Map 19
Figure 2.1-2 Zoning Map 23
Figure 2.2-1 Open Space Study Area 28
Figure 2.2-2 Open Space Resources 29
Figure 2.3-1 Tier 1 Screening Assessment 31
Figure 2.5-1 Three-Dimensional Representation- View from Eastern Parkway facing South 36
Figure 2.5-2 Three-Dimensional Representation- View from Atlantic Avenue facing West 37
Figure 2.8-1 Air Quality Screening Graph – Block 1436, Lot 6 42
Figure 2.8-2 Air Quality Screening Graph – Block 1435, Lots 40, 42 & 43 44

Tables

Table 1 Projected Development under the Proposed Rezoning 14
Table 2 2014 Land Use Distribution - Brooklyn Community District 16 20
Table 3a Summary of Existing Zoning Regulations 22
Table 3b Summary of Future With-Action Zoning Regulations 24
Table 4 Census Tracts and Population in the Study Area 25
Table 5 Open Space Resources in the Study Area 26
Table 6 Sound Pressure Level & Loudness of Typical Noises in Indoor & Outdoor Environments 46
Table 7a Location 1 Measured Noise Levels (dB(A)) 47
Table 7b Location 2 Measured Noise Levels (dB(A)) 47
Table 8 Attenuation Values to Achieve Acceptable Interior Noise Levels 48

Appendices

Appendix A – Correspondence with New York City Landmark's Preservation Commission

Appendix B – Jamaica Bay Watershed Protection Plan Project Tracking Form

Appendix C – Air Quality Dispersion Model

Appendix D – Correspondence with New York City Department of Environmental Protection

Appendix E – MIH Text Amendment Map

1.0 PROPOSED ACTIONS

Atlantic East Affiliates LLC (the "Applicant") seeks a zoning map amendment to rezone portions of Brooklyn Blocks 1435 and 1436 from an R6 & R6/C2-3 zoning district to an R8A/C2-4 district to facilitate the construction of a 10-story building to contain approximately 50,856 zoning square feet (zsf) (61,304 gross square feet, "gsf") of residential floor area and 6,731 zsf (11,576 gsf) of community facility floor area at 1860 Eastern Parkway (Block 1436, Lot 6). The Applicant is also requesting a zoning text amendment to ZR Appendix F: *Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas*, to establish the project area as a Mandatory Inclusionary Housing ("MIH") Area. The proposed actions would rebuild the existing one-story house of worship located on the site, which consists of approximately 10,554 zsf of floor area occupied by the True Holy Church. In addition, 67 affordable housing units would be provided on the 2nd through 10th floors of the proposed building, above the ground-floor (and cellar) house of worship. These units would be available to tenants with incomes at or below 60 percent of the Area Median Income (AMI). The addition of 50,856 zsf of residential floor area to the proposed 6,731 zsf of community facility floor area would represent a combined total FAR of 7.2, which is permitted in an R8A/C2-4 District.

As described below, the development generated by the proposed actions would contain residential uses on the proposed development site. Therefore, this EAS contemplates a development assessment scenario based on the applicable MIH and Zoning for Quality and Affordability (ZQA) regulations. To conservatively consider the effects on the greater area, development is also projected on one additional site not controlled by the Applicant, as discussed below.

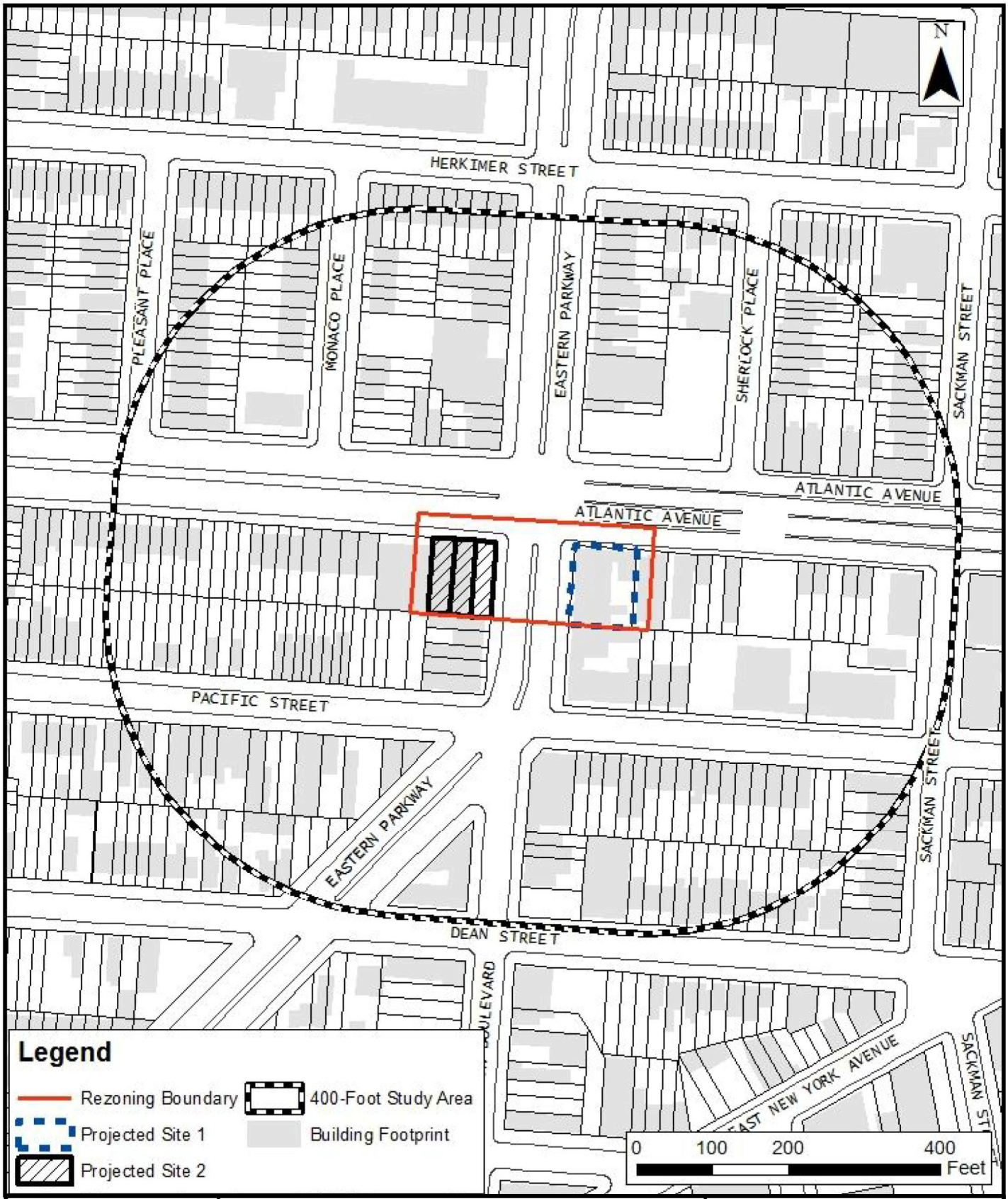
1.1 Project Location

The rezoning area is located in the Ocean Hill-Brownsville neighborhood of Brooklyn's Community District 16 and consists of Block 1436, Lot 6 and p/o Lot 11; and Block 1435, Lots 40, 42, 43 and p/o Lot 36 (**Figure 1.2-3**). The proposed development site is located at 1860 Eastern Parkway on Block 1436, Lot 6 (**Figure 1.2-1**). The total lot area is approximately 8,000 square feet (sf), and the site is presently improved with a one-story, approximately 10,554 gsf, community facility building presently occupied by the True Holy Church. A key to photographs of the site and surrounding area is shown in **Figure 1.2-4** with the photographs displayed in **Figure 1.2-5**.

This EAS studies the potential for individual and cumulative environmental impacts related to the proposed actions occurring in a study area of approximately 400 feet around the rezoning area. This study area is generally bound by Herkimer Street to the north, Sackman Street to the east, the midblock point between Rockaway Avenue and Eastern Parkway to the west, and Dean Street to the south.

1.2 Proposed Development

The proposed development is a new ten-story and cellar mixed building with approximately 50,856 sf of residential floor area and approximately 6,731 sf of community facility floor area and an FAR of 7.2. The proposed building has a height of 100 feet. There is a 30-foot rear yard provided above the first floor. The first floor would have a floor to ceiling height of approximately 15 feet, and full lot coverage as a permitted obstruction in the required 30-foot rear yard. The site is located in a Transit Zone and no parking will be required due to the project's 100 percent affordability. The proposed building would contain 67 dwelling units that will be developed as affordable at or below 60 percent AMI. The second floor would contain five units, the third through ninth floors would contain eight units and the tenth floor would contain six units. The unit mix will include studios, one-, two- and three-bedroom units. The True Holy Church and a non-profit tenant will occupy the first floor community facility floor area. The cellar will include space for community facility uses, building storage, and bicycle storage. Recreation space will be provided on the roof at the second floor. Additionally, the Applicant will develop the building with passive house technology, including thermal solar panels and other sustainable, and energy saving features. This is part of an effort by the applicant to receieve tax credits from NYS Homes and Community Renewal ("HCR")

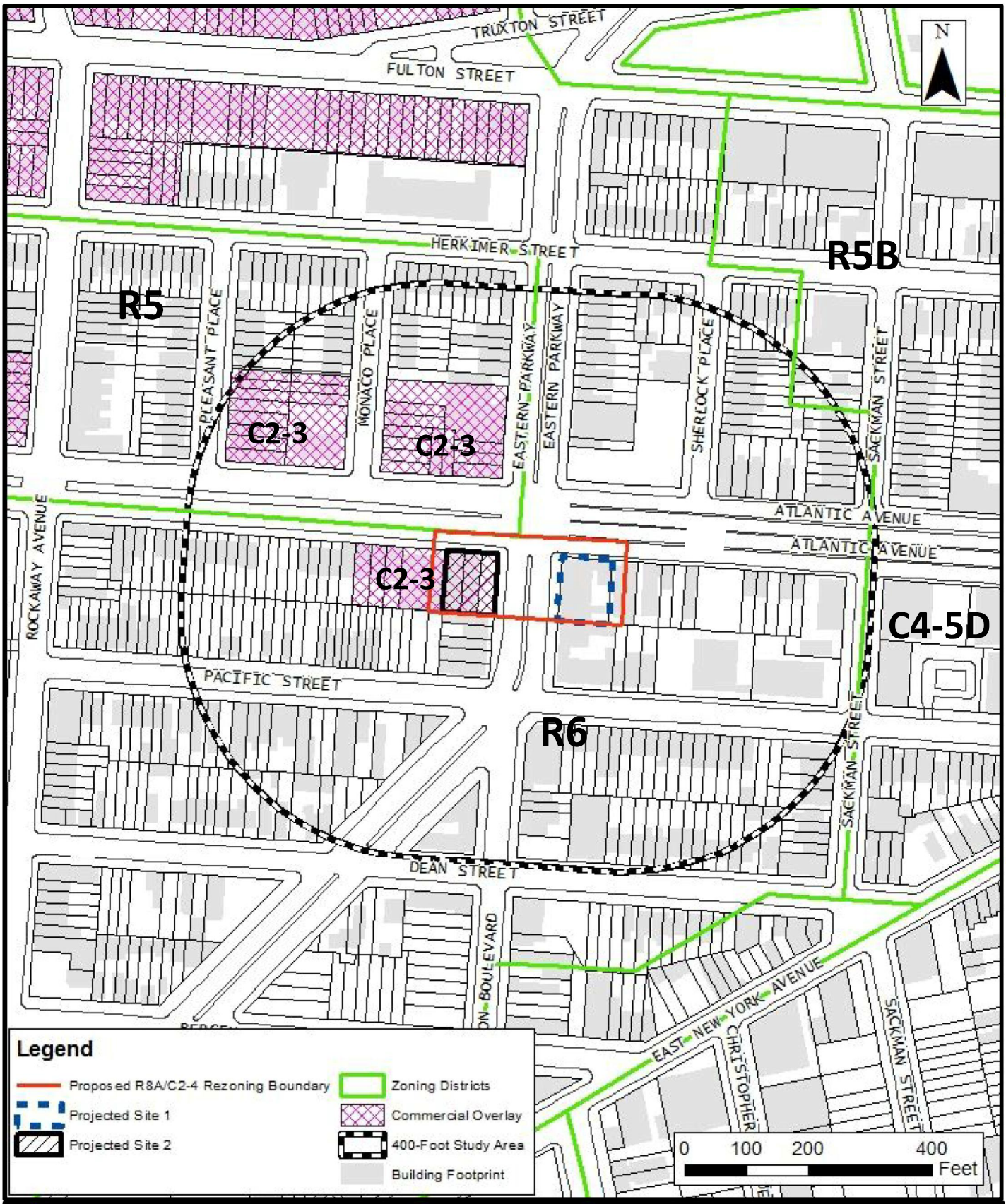


AECOM

Environmental Assessment Statement
1860 Eastern Parkway Rezoning
Brooklyn, NY

Project Site Location

Figure 1.2-1



AECOM

Environmental Assessment Statement
1860 Eastern Parkway Rezoning
Brooklyn, NY

Existing and Proposed Zoning Districts

Figure 1.2-2



Rezoning Area

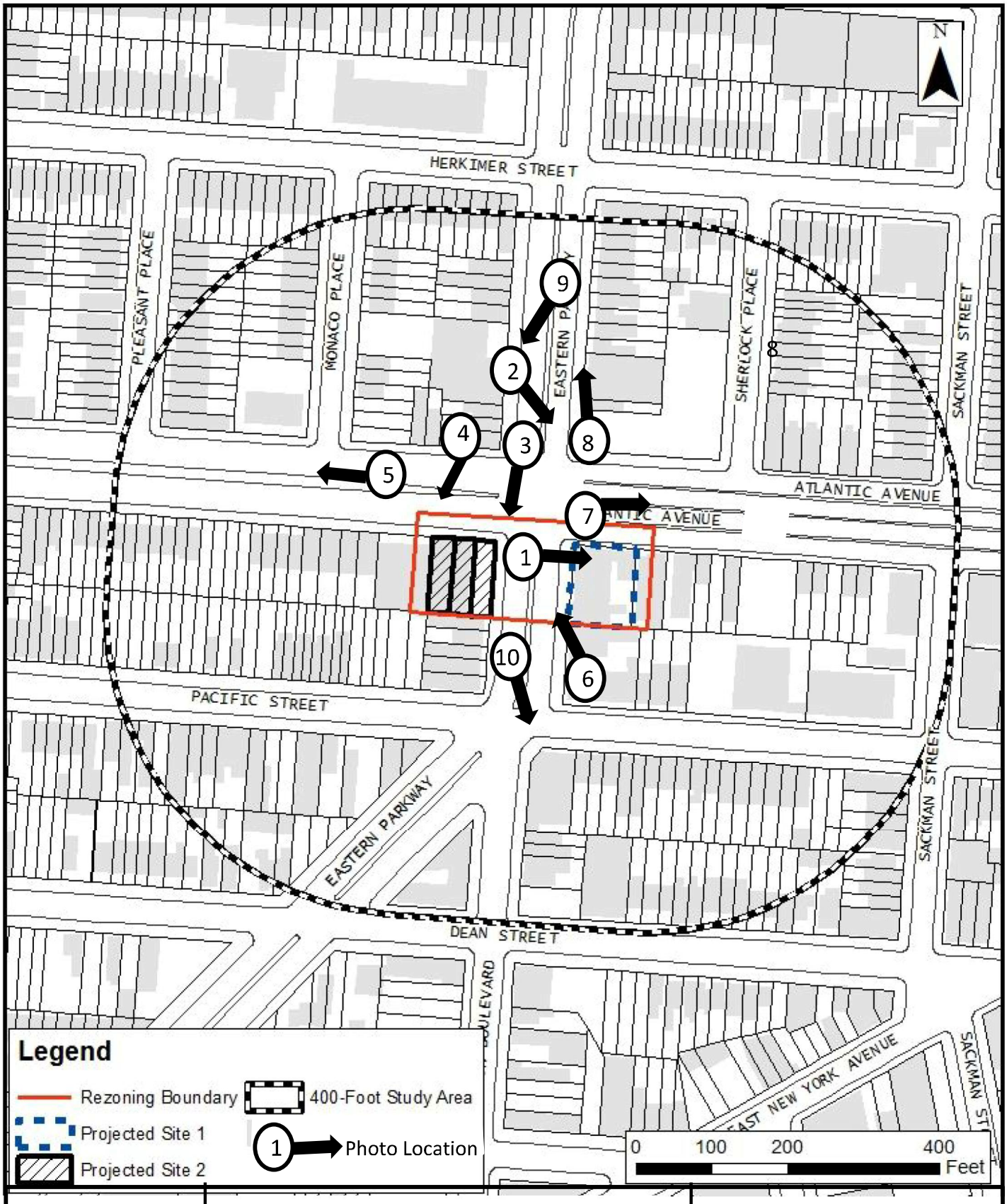
Projected Site 1

Projected Site 2

Environmental Assessment Statement
1860 Eastern Parkway Rezoning
Brooklyn, NY

Tax Map

Figure 1.2-3



AECOM

Environmental Assessment Statement
1860 Eastern Parkway Rezoning
Brooklyn, NY

Photo Location Map

Figure 1.2-4

Figure 1.2-5 Photographs of the Site and Surrounding Area

Photograph 1



View of Projected Site 1 at 1860 Eastern Parkway

Photograph 2



View of Projected Site 1 frontage on Atlantic Avenue, looking east on Atlantic Avenue

Photograph 3



View of Projected Site 2 at intersection of Atlantic Avenue and Eastern Parkway looking south on Atlantic Avenue

Photograph 4



View of Projected Site 2 and adjacent lots on Atlantic Avenue

Photograph 5



View of Atlantic Avenue looking west, adjacent of Projected Site 2

Photograph 6



View of Projected Site 2 looking northwest on Eastern Parkway

Photograph 7



View of Atlantic Avenue Bridge adjacent to Projected Site 1 looking northeast

Photograph 8



Looking north of Eastern Parkway north of Atlantic Avenue

Photograph 9



View of medical care facility on the western side of Eastern Parkway, just north of Atlantic Avenue

Photograph 10



View of Eastern Parkway and Pacific Street looking south on Eastern Parkway

and the State of New York.

Additionally, the Applicant proposes mapping both MIH Option 1 and Option 2 within the Project Area to provide maximum flexibility for non-Applicant controlled sites. The Applicant will seek Option 1, and plans to develop the Site with all units below 60 percent AMI under the NYC Housing Development Corporation ("HDC")/NYC Department of Housing Preservation and Development ("HPD") Extremely Low and Low-Income Affordability ("ELLA") Program. The proposed R8A/C2-4 zoning district would permit the Applicant to develop the site with residential and community facility uses with an FAR of 7.2. At this density, the Applicant is able to construct a mixed building with 67 units of affordable housing under the ELLA program in furtherance of their non-profit mission. HPD's ELLA Program funds the new construction of low income multi-family rental projects affordable to households earning up to 60% of AMI.

Projects constructed under the ELLA program must comply with one of the following requirements: 30% of the units serving formerly homeless households with non-HPD subsidy or – 10% of the units serving households up to 30% of AMI, 15% of the units serving households up to 40% of AMI, and 15% of the units serving households up to 50% AMI.

The financing scenario for this project as currently underwritten complies with the latter, with 24% of the units being affordable to households earning up to 30% of AMI, 14% of the units affordable to households earning up to 40% of AMI, 14% of the units affordable to households earning up to 50% of AMI, and 48% of the households earning up to 60% of AMI. The significant increase of units available to households up to 30% AMI accounts for the slight reduction in units serving households up to 40% and 50% of AMI.

The parcel's maximum permitted building height of 145 feet (ZR 23-664) was not attained because the the maximum allowable floor area (FAR 7.2 in an R8A district) was achieved with the proposed 10-story building. The contextual Quality Housing bulk regulations resulted in a high lot coverage, with the building set at the street line to ensure compatibility with existing buildings on the street. The typical floor layout maximizes each floor's footprint for increased efficiency to meet the economic requirements for very low income affordable housing. To ensure a conservative analysis however, the maximum height of 145 feet was analyzed in subsequent sections of this EAS.

1.3 Purpose and Need

While residential and community facility uses are permitted in an R6 zoning district, they are governed by a maximum Floor Area Ratio (FAR) of 2.43. The proposed R8A zoning district would permit the applicant to develop the site with residential and community facility uses at a combined FAR of 7.2. Additionally, a C2-4 commercial overlay would be mapped over the rezoning area. While the proposed development does not include any commercial uses, such an overlay is consistent with the commercial character of Atlantic Avenue, which is a main east-west thoroughfare spanning the borough of Brooklyn. At the density offered by an R8A district, the Applicant is able to construct additional floor area in furtherance of their mission, including the provision of affordable housing for homeless veterans. Absent the proposed actions, the applicant would be unable to construct the proposed development under the existing zoning and Use Group restrictions for a mixed residential and community facility in an R6 district.

The project proposes to demolish and replace an existing one-story church to maximize the lot's use by rezoning the current lot to a residential use (R8A). The lot can then be built to its highest and best use. The proposed building will contain 67 affordable units (100% of units), 11,576 gsf of community facility space, and brand new space to house a 60- year old congregation that serves as a community anchor, providing ministry and social services for the parish and the community at large. Utilizing DHCR tax-credits and HTF funding, the project sponsor hopes to continue to add more units to the city's affordable housing stock.

Community revitalization through economic development is another priority in Brownsville, and this project is poised to add additional jobs to the local community, including approximately 150 temporary construction jobs and 2 to 3 building operations jobs. In a community with an unemployment rate of 9% (FY 2014 Community District Need CB 16, and ICPH), the jobs created by this project have the potential

to impart financial independence to local residents. The 67 additional households will also give a boost to the local economy, through added sales and sales tax revenue. Economic development is an essential community revitalization strategy that goes hand in hand with increasing affordable housing.

1.4 Required Approvals

The proposed zoning map amendment is a discretionary public action which is subject to the City Environmental Quality Review (CEQR) as an Unlisted Action. Through CEQR, agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment. The proposed zoning map and text amendments are also discretionary public actions which are subject to public comment under the Uniform Land Use Review Procedure (ULURP). The ULURP process was established to assure adequate opportunity for public review of proposed actions. ULURP dictates that every project be reviewed at four levels: the Community Board; the Borough President; the City Planning Commission; and, in some cases the City Council. The procedures mandate time limits for each stage to ensure a maximum review period of seven months.

1.5 Analysis Framework (Reasonable Worst Case Development Scenario)

Existing Conditions

The proposed development site consists of an approximately 8,000 square foot tax lot (Block 1436, Lot 6) occupied by a house of worship.

The remaining properties within the rezoning area are used as follows: Block 1435, Lot 40 is improved with a one-story, 2,992 gsf automotive repair shop; Lot 42 is improved with a two-story, 3,650 gsf mixed-use residential and commercial building containing a second-floor dwelling unit above a ground-floor commercial use, Lot 43 is improved with a three-story, 2,886 gsf residential building containing three dwelling units, and Lot 36 is improved with a one-story, 5,110 gsf auto body shop that contains an unlicensed paint spray booth. Block 1436, Lot 11 is occupied by a five-story, 16,495 gsf residential building containing 24 dwelling units.

For the purposes of a conservative assessment, it is assumed that the residential units on Lots 42, and 43 are soft sites and thus will be developed in the Future With-Action scenario. A search of rent stabilized buildings on the New York City Rent Guidelines Board website did n ot indicate any units on these lots were went stabalized. Additionally, per the CEQR Technical Manual, residential buildings with 6 or fewer residential units built before 1974 are not necessarily rent-regulated and thus can and should be considered soft sites.

Future No-Action Scenario

The rezoning area is located in the Ocean Hill-Brownsville neighborhood of Brooklyn, which is densely developed. No significant new construction was observed within 600 feet of the proposed development site. It is assumed that existing conditions would continue in the Future No-Action scenario.

Future With-Action Scenario

The boundaries of the proposed zoning map and text amendments would encompass a portion of Brooklyn Block 1435 (Lots 40, 42, 43, and p/o Lot 36) and Block 1436 (Lot 6 and p/o Lot 11). This would facilitate the Applicant's proposed development of a 10-story mixed-use building containing 67 dwelling units and a house of worship on Block 1436, Lot 6. It is assumed that development may also be induced on Block 1435, Lots, 40, 42 and 43, which are not under the control of the Applicant.

In general, the following factors are considered when evaluating whether some amount of development would likely be constructed by the build year on any nearby site. Known as Soft (or Projected/Potential Development) Sites, the criteria include the following:

- *The uses and bulk allowed*: Buildings built to substantially less than the maximum allowable FAR under the existing zoning are considered "soft" enough such that there would likely be sufficient incentive to develop in the future, depending on other factors specific to the area, listed below; and

- *Size of the development site*: Lots must be large enough to be considered "soft." Generally, lots with a small lot size are not considered likely to be redeveloped, even if currently built to substantially less than the maximum allowable FAR. A small lot is often defined for this purpose as 5,000 square feet or less, but the lot size criteria is dependent on neighborhood specific trends, and common development sizes in the study area should be examined prior to establishing this criteria.

If sites meet both of the criteria above, then the following factors are considered:

- The amount and type of recent as-of-right development in the area;

- Recent real estate trends in the area;

- Recent and expected future changes in residential population and employment in the study area;

- Government policies or plans, such as a building on site being identified for a landmark designation, that may affect the development potential of a site or sites;

- Site specific conditions that make development difficult; and

- Issues relating to site control or site assemblage that may affect redevelopment potential.

Once sites are considered as development sites, they are divided into two categories – projected development sites and potential development sites. Projected development sites are considered more likely to be developed within analysis period (build year 2021) because of their size (they are either large lots or contiguous small lots in common ownership that together comprise a large site). Potential development sites are less likely to be developed within the analysis period because they are not entirely under common ownership, have an irregular shape or have some combination of these features.

Projected Development Sites

Based on these criteria, Block 1436, Lot 6 and Block 1435, Lots, 40, 42 and 43 have been identified as projected development sites. In order to present a conservative assessment, the Future With-Action scenario assumes that the proposed actions would result in development being constructed to the maximum allowable floor area in an R8A/C2-4 zoning district, which is 7.2 FAR. With basic ZQA modifications, an overall building height of 145 feet is allowed to accommodate the permitted FAR. Data for the lots located in the proposed rezoning area are shown in **Table 1**.

Table 1 Projected Development under the Proposed Rezoning

Site No.	Block	Lot	Lot Area	Existing Zoning	Existing FAR	Proposed Zoning	Projected Residential Floor Area (sf)	Projected Com Facility Floor Area (sf)	Projected Commercial Floor Area (sf)	Projected FAR	DUs	Parking Requirements	Height and Floor Count
1	1436	6	8,000	R6	1.32	R8A/C2-4	50,856 zsf	11,576	-	7.2	67	Waived; zoning lot is less than 10,000 SF	145 feet and 14 floors
2	1435	40	2,992	R6/C2-3	1.0	R8A/C2-4	49,550	-	7,992	7.2	55	Waived; zoning lot is less than 10,000 SF	145 Feet & 14 floors
	1435	42	2,500	R6/C2-3	1.46	R8A/C2-4							
	1435	43	2,500	R6/C2-3	1.54	R8A/C2-4							
	Total						**100,406**	**11,576**	**7,992**		**122**		

Block 1436, Lot 6 – Projected Development Site No. 1

Under the Future With-Action Scenario, it is assumed that Block 1436, Lot 6 would be developed with approximately 50,856 square feet of residential floor area and 6,731 zoning square feet (11,576 gross square-feet) of community facility floor area. It is assumed that 67 dwelling units would be constructed on-site, all of which would be affordable to residents with incomes averaging 60 percent of the area median income (AMI).

Block 1435, Lots 40, 42 and 43 – Projected Development Site No. 2

Under the Future With-Action Scenario, it is assumed that Block 1435, Lots 40, 42 and 43 would be merged into one projected development site and developed to the maximum FAR of 7.2, pursuant to ZQA/MIH. On this 7,992 square-foot assemblage, it is assumed that the proposed actions would result in approximately 49,550 square feet of residential floor area and 7,992 square-feet of commercial floor area.

Build Year

Considering the time required for the environmental review and land use approval process, and assuming a construction period of approximately 18 months, the build year for the proposed development is 2021.

Sites Where Development Would Not Be Induced or Precluded by the Proposed Actions

Block 1435, Lot 36

Block 1435, Lot 36 contains approximately 70 feet of frontage on Atlantic Avenue and is improved with a one-story building currently used as a 5,110 gsf automotive repair facility. The proposed zoning district boundaries would extend 100 feet west over Block 1435, including 20 feet west of the eastern boundary of Lot 36, which represents approximately 28 percent of the total lot area. Therefore, Lot 36 is not considered a development site because less than 50 percent of the total lot area lies within the rezoning boundaries.

Block 1436, Lot 11

Block 1436, Lot 11 is a 4,000 square foot parcel occupied by a five-story residential building containing 24 dwelling units. The building has a total gross floor area of approximately 16,495 square feet and is not under the Applicant's control. As discussed in the *CEQR Technical Manual*, residential buildings with six or more units constructed before 1974 are likely to be rent stabilized and difficult to legally demolish due to tenant re-location requirements. Consequently, these types of buildings are typically excluded from development scenarios. The building on Lot 11 was constructed in 1920, and thus meets the criteria of a building that is unlikely to be redeveloped due to tenant re-location requirements. Therefore, it is unlikely that any development would be induced at this site under the proposed project.

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS – Under ZQA/MIH

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	Multi-family residential	Multi-family residential	Multi-family residential	
No. of dwelling units	4 - 1 (p/o Projected Site 2 / Lot 42) - 3 (Projected Site 2 / Lot 43)	4 - 1 (p/o Projected Site 2 / Lot 42) - 3 (Projected Site 2 / Lot 43)	122 - 67 (Projected Site 1) - 55 (Projected Site 2)	118 (122 projected – 4 existing)
No. of low- to moderate-income units	Unknown	Unknown	25% MIH option: 79 - 67 (Projected Site 1) - 14 (Projected Site 2)	25% MIH option: 79 95,138 sf
Gross floor area (sq. ft.)	4,998 - 1,150 (p/o Projected Site 2 / Lot 42) - 3,848 (Projected Site 2 / Lot 43)	4,998 - 1,150 (p/o Projected Site 2 / Lot 42) - 3,848 (Projected Site 2 / Lot 43)	100,406 sf - 50,586 (Projected Site 1) - 49,550 (Projected Site 2)	-50,586 (Projected Site 1) - 44,552 (Projected Site 2)
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Ground-floor retail	Ground-floor retail	Ground-floor retail	
Gross floor area (sq. ft.)	2,500 (p/o Projected Site 2 / Lot 42)	2,500 (p/o Projected Site 2 / Lot 42)	7,992 (Projected Site 2)	5,492
Manufacturing/Industrial	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Type	House of worship	House of worship	House of worship/Non-profit Office	
Gross floor area (sq. ft.)	10,554 (Projected Site 1)	10,554 (Projected Site 1)	11,576 (Projected Site 1)	(1,022)
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
Other Land Uses	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," describe:	Automotive repair - 2,992 (p/o Projected Site 2 / Lot 40)	Automotive repair - 2,992 (p/o Projected Site 2 / Lot 40)		(2,992)

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
PARKING				
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Lots	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
ZONING				
Zoning classification	R6 & R6/C2-3	R6 & R6/C2-3	R8A/C2-4	
Maximum amount of floor area that can be developed	2.2-3.0 Residential FAR (QH); 4.8 Community Facility FAR; 2.0 Commercial FAR	2.2-3.0 Residential FAR (QH); 4.8 Community Facility FAR; 2.0 Commercial FAR	7.2 Residential FAR; 6.5 Community Facility FAR; 2.0 Commercial FAR	4.2 Residential FAR ; 1.7 Community Facility FAR;
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Multi-family residential, commercial, community facility, transportation/ utility; R5, R6, C2-3	Multi-family residential, commercial, community facility, transportation/ utility; R5, R6, C2-3	Multi-family residential, commercial, community facility, transportation/ utility; R8A, C2-4, R5, R6, C2-3	R8A, C2-4

2.0 ENVIRONMENTAL REVIEW

The following technical sections are provided as supplemental assessments to the Environmental Assessment Statement ("EAS") Short Form Part II: Technical Analyses of the EAS forms a series of technical thresholds for each analysis area in the respective chapter of the *CEQR Technical Manual*. If the proposed project was demonstrated not to meet or exceed the threshold, the 'NO' box in that section was checked; thus additional analyses were not needed. If the proposed project was expected to meet or exceed the threshold, or if this was not able to be determined, the 'YES' box was checked on the EAS Short Form, resulting in a preliminary analysis to determine whether further analyses were needed. For those technical sections, the relevant chapter of the *CEQR Technical Manual* was consulted for guidance on providing additional analyses (and supporting information, if needed) to determine whether detailed analysis was needed.

A 'YES' answer was provided in the following technical analyses areas on the EAS Short Form:

- Land Use, Zoning and Public Policy
- Open Space
- Shadows
- Historic and Cultural Resources
- Urban Design and Visual Resources
- Natural Resources
- Hazardous Materials
- Air Quality
- Noise
- Neighborhood Character
- Construction

In addition, although the proposed actions did not require a 'YES' answer on the EAS Short Form, a preliminary assessment of neighborhood character was included to provide additional background information.

In the following technical sections, where a preliminary or more detailed assessment was necessary, the discussion is divided into Existing Conditions, the Future No-Action Conditions (the Future Without the Proposed Actions), and the Future With-Action Conditions (the Future With the Proposed Actions).

2.1 LAND USE, ZONING AND PUBLIC POLICY

The *CEQR Technical Manual* recommends procedures for analysis of land use, zoning and public policy to ascertain the impacts of a project on the surrounding area. Land use, zoning and public policy are described in detail below.

2.1.1 Land Use

The *CEQR Technical Manual* defines land use as the activity that is occurring on the land and within the structures that occupy it. Types of land use can include single- and multi-family residential, commercial (retail and office), community facility/institutional and industrial/manufacturing uses, as well as vacant land and public parks (open recreational space). The 2014 *CEQR Technical Manual* recommends that a proposed action be assessed in relation to land use, zoning, and public policy. For each of these areas, a determination is made of the potential for significant impact by the proposed action. If the action does have a potentially significant impact, appropriate analytical steps are taken to evaluate the nature of the impact, possible alternatives and possible mitigation.

Existing Conditions

The *CEQR Technical Manual* recommends a land use; zoning and public policy study area extending 400 feet from the site of a proposed action. In this case, the study area is generally bound by Herkimer Street to the north, Sackman Street to the east, the midblock point between Rockaway Avenue and Eastern Parkway to the west, and Dean Street to the south (**Figure 1.2-1**).

A field survey was undertaken to determine the existing land use patterns and neighborhood characteristics of the study area. Land use in the area immediately surrounding the project area is a mix of single- and multi-family residential buildings, mixed residential and commercial buildings, commercial uses, and public facilities and institutions. The commercial uses are comprised of local retail uses including delis, beauty salons and several grocery stores. The prevailing built form of the area is a mix of low to mid-rise non-residential buildings and two- to four-story residential buildings.

The proposed rezoning area consists of Block 1436, Lot 6 and p/o Lot 11; and Block 1435, Lots 40, 42, 43 and p/o Lot 36 (see **Figure 1.2-1**). The properties within the proposed rezoning area are used as follows: Block 1436, Lot 6 contains a one-story house of worship; Lot 11 contains a five-story residential building containing 24 dwelling units; Block 1435, Lot 40 contains a one-story automobile repair shop; Lot 42 is improved with a two-story mixed-use residential and commercial building containing a second-floor dwelling unit above a ground-floor commercial use, Lot 43 contains a three-story residential building containing three dwelling units, and Lot 36 is improved with a one-story auto body shop that contains an unlicensed a spray booth.

The surrounding study area consists mainly of multi-family residential buildings. Along both sides of Eastern Parkway, to the north and south of the proposed rezoning area, are mixed-use residential and commercial buildings. These buildings contain local retail uses on Atlantic Avenue and Eastern Parkway, and commercial uses on surrounding streets including delis, beauty salons and several grocery stores. No large-scale retail uses are located in the project area or its immediate vicinity.

In addition to the proposed development site, several public facilities and institutions are located in the vicinity of the study area. The Brookdale Family Care Center is located at 1883 Eastern Parkway (Block 1570, Lot 31) and includes a large surface parking lot. The United Christian Assembly Church is located at 1424 Herkimer Street (Block 1572, Lot 18).



AECOM

Environmental Assessment Statement
1860 Eastern Parkway Rezoning
Brooklyn, NY

Land Use Map

Figure 2.1-1

There are several vacant lots in the study area, including on both subject Blocks 1435 and 1436, including Lots 2, 4, 11, 14, 23, 51, and 65 on Block 1435, and Lots 16, and 24 on Block 1436.

The mix of land use observed in the study area generally reflects the distribution of land use observed throughout Brooklyn CD 16, which is summarized in **Table 2.** The most prominent land use within Brooklyn CD 16 is multi-family residential, followed by one- to two- family residential and transportation/utility uses.

Table 2 2014 Land Use Distribution - Brooklyn Community District 16

LAND USE	PERCENT OF TOTAL
Residential Uses	
1-2 Family	22.4
Multi-Family	36.4
Mixed Residential/Commercial	4.8
Subtotal of Residential Uses	*63.6*
Non-Residential Uses	
Commercial/Office	4.3
Industrial	4.8
Transportation/Utility	4.7
Institutions	9.3
Open Space/Recreation	5.4
Parking Facilities	2.4
Vacant Land	4.6
Miscellaneous	1.0
Subtotal of Non-Residential Uses	*36.5*
TOTAL	**100.0**

Source: *Community District Profiles, New York City Department of City Planning.*
Note: Percentages may not add up to 100.0 percent due to rounding.

Future No-Action Scenario

The proposed development sites are located in a densely developed neighborhood. While several vacant lots were observed within 400 feet of the proposed rezoning area, all lots located in the proposed rezoning area are improved. Therefore, as there are no known development plans on any of these parcels, it is assumed that future no-action conditions would remain consistent with existing conditions.

Under the Future No-Action scenario, Block 1436, Lot 6 would remain improved with a one-story, approximately 8,000 square foot house of worship. On Block 1435, Lot 40 would also remain in its existing condition, which is a one-story, approximately 2,992 square foot automotive repair facility. Lot 42 would remain improved with a two-story mixed residential and commercial building. The building occupies a 2,500 square foot lot and contains a total of 3,650 square of gross floor area. Lot 43 would remain

improved with a 3,848 square foot, three-story residential building containing three dwelling units. This building occupies a 2,500 square foot lot.

Future With-Action Scenario

Under the Future With-Action scenario, the proposed rezoning would amend the zoning map to change the existing R6 and R6/C2-3 district to an R8A/C2-4 district, which would facilitate the Applicant's proposed development of a 10-story mixed use building containing approximately 50,856 zsf of residential space (FAR 6.35) and 6,731 zoning square feet (11,576 gsf) of community facility/non-profit space (FAR 0.84) (Block 1436, Lot 6).

Furthermore, in the interest of a conservative analysis, it is assumed that the remaining parcels in the rezoning area (Block 1435, Lots 40, 42, and 43) would be merged into one projected development site. On a combined 7,992 square foot lot, it is assumed that the proposed actions would result in approximately 49,550 square feet of residential floor area and 7,992 square feet of commercial floor area. Estimating approximately 900 square feet per dwelling unit, it is assumed 55 residential units would be constructed on-site. Under the 25 percent MIH option, the proposed rezoning would result in the creation of approximately 14 units affordable to families with incomes averaging 60 percent AMI.

2.1.2 Zoning

The *New York City Zoning Resolution* dictates the use, density and bulk of developments within New York City. Additionally, the Zoning Resolution provides required and permitted accessory parking regulations. The City has three basic zoning district classifications – residential (R), commercial (C), and manufacturing (M). These classifications are further divided into low-, medium-, and high-density districts.

Existing Conditions

Zoning designations within and around the study area are depicted in **Figure 2.1-2**, while **Table 3a** summarizes use, floor area and parking requirements for the zoning districts in the study area.

The proposed development site is located in an R6 zoning district that is mapped generally along Eastern Parkway to the south and east, Atlantic Avenue to the north and Nostrand Avenue to the west. Residential uses (UGs 1 and 2) as well as community facility uses (UGs 3 and 4) are allowed as-of-right in R6 zoning districts. The built floor area ratio (FAR) for R6 districts ranges from 0.78 to 3.0 with the optional Quality Housing Regulations (QHR) for residential use. The FAR for community facilities in R6 zoning districts is 4.8. Building heights within R6 districts are governed by sky exposure planes and parking is required for 70 percent of all dwelling units (50 percent for QHR).

The blocks to the northwest of the proposed rezoning area are located in an R5 zoning district that is generally mapped west of Eastern Parkway, between Herkimer Street and Atlantic Avenue. Residential uses (UGs 1 and 2) as well as community facility uses (UGs 3 and 4) are allowed as-of-right in R5 zoning districts. The built floor area ratio (FAR) for R5districts can reach a maximum of 1.25. Building heights within R5 districts can reach a maximum street wall of 30 feet and a maximum building height of 40 feet. Parking is required for 85 percent of all dwelling units.

The western portion of the proposed rezoning area and the lots to the north contain C2-3 overlays on both sides of Atlantic Avenue. In R5 districts, C2-3 commercial overlays allow a maximum FAR of 1.0 and an overlay depth of 150 feet. In R6 districts, C2-3 commercial overlays allow a maximum FAR of 2.0 and an overlay depth of 150 feet. Typical retail uses in such overlays include those seen in the study area, such as neighborhood grocery stores, restaurants and beauty parlors.

East New York Rezoning

On April 20, 2016, the City Council approved the East New York Rezoning (C 160035ZMK) with modifications, the western boundary of which is one block to the east of the proposed Project Area. Initiated by the NYC Department of City Planning ("DCP"), this action rezoned portions of 190 blocks within East New York and Ocean Hill. It changed existing low-density residential, commercial, and light manufacturing districts within the rezoning area to mid-density residential, commercial, and MX districts along corridors and contextual residential districts along side streets. Among these changes, the East New York Rezoning mapped R8A and equivalent districts along Atlantic Avenue generally between Sheffield Avenue to the west and Euclid Avenue to the east. There is an R8A/C2-4 zoning district mapped on portions of 27 blocks along Atlantic Avenue between Bradford Street and Montauk Avenue. In addition, an R8A residential equivalent C4-4D zoning district was mapped on 13 portions of blocks along two sections of Atlantic Avenue, between Sheffield Avenue and Bradford Street, and between Montauk Avenue and Fountain Avenue. The rezoning also mapped an M1-4/R8A zoning district along Atlantic Avenue for full and partial blocks between Logan Avenue and Euclid Avenue, between Barbey and Schenck Streets, and between Vermont and Wyona Streets.

Table 3a Summary of Existing Zoning Regulations

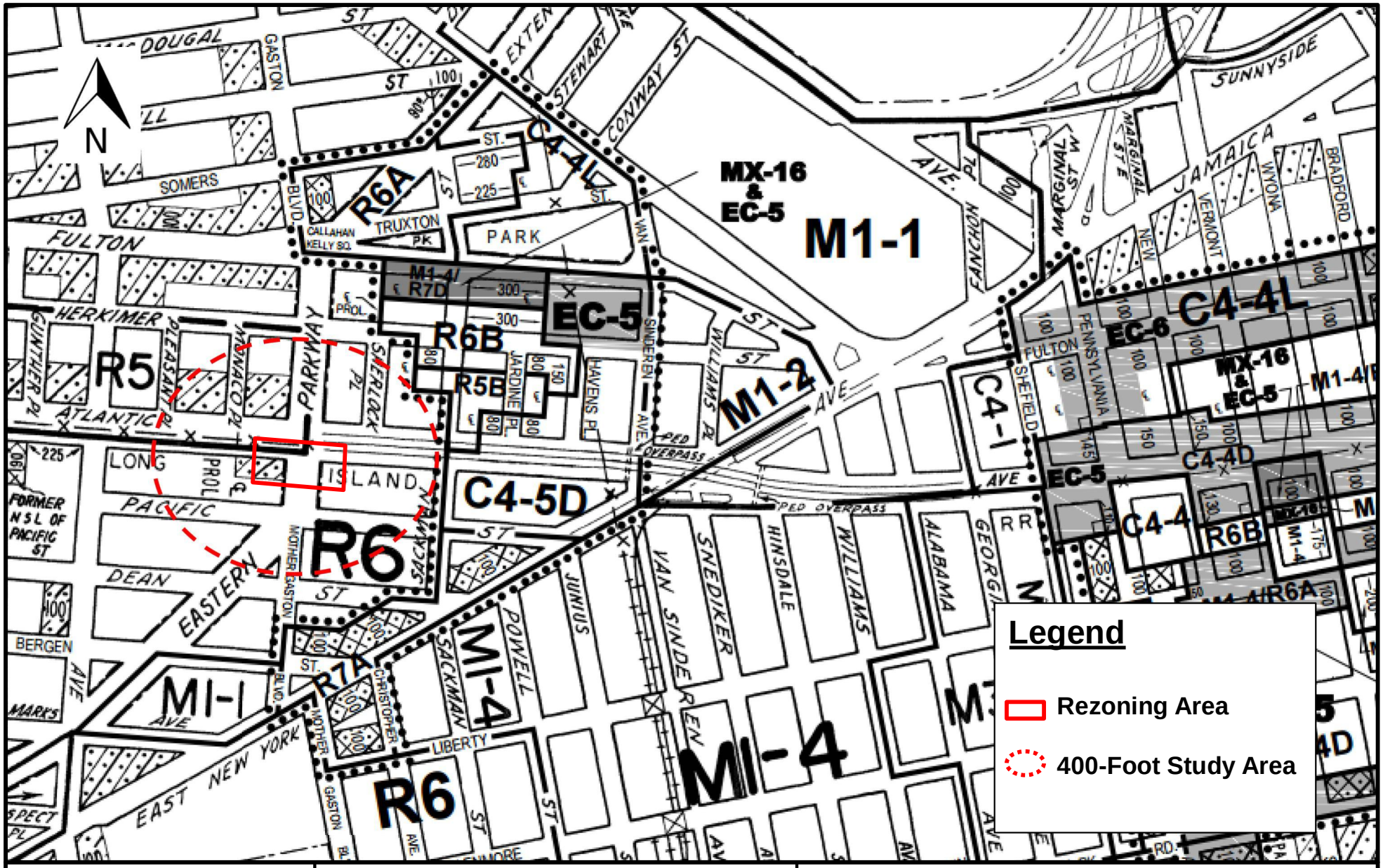
Zoning District	Type and Use Group (UG)	Floor Area Ratio (FAR)	Parking (Required Spaces)
R5	Residential UGs 1 - 4	1.25 FAR for Residential 2.0 FAR for Community Facility	85 percent of dwelling units
R6	Residential UGs 1 - 4	0.78 - 2.43 FAR for Residential (3.0 under R6 QH) 4.8 FAR for Community Facility	70 percent of dwelling units (50% if zoning lot is 10,000 square feet or less; waived if 5 or fewer spaces required)
C2-3	Commercial Overlay UGs 1 - 9 & 14	1.0 FAR – Commercial in R5 2.0 FAR – Commercial in R6	1 per 400 sq. ft.

Source: New York City Zoning Resolution, October 2016.

There are several manufacturing zoning districts in the vicinity of the project area including an M1-1 zoning district to the south and an M1-2 zoning district to the northeast. These districts however are not located within 400 feet of the proposed rezoning area. The study area is also located within an area designated for the FRESH Program (zoning discretionary tax incentives area).

Future No-Action Scenario

In the Future No-Action Scenario, zoning changes are not expected to occur on the project site or in the surrounding study area. The project site would remain within an R6 district.



AECOM

Environmental Assessment Statement
1860 Eastern Parkway Rezoning
Brooklyn, NY

Zoning Map

Figure 2.1-2

Future With-Action Scenario

The proposed actions would change the existing R6 district to an R8A/C2-4 district over Block 1435 (Lots 40, 42, 43, and p/o Lot 36) and Block 1436 (Lot 6 and p/o Lot 11). Doing so would increase the maximum allowable residential floor area on the proposed development site from 3.0 FAR in an R6 zoning district to 7.2 FAR in an R8A/C2-4 zoning district with Inclusionary Housing bonus.

Absent the proposed actions, the co-applicants would be unable to construct the projected 10-story mixed-use building under the existing floor area and lot coverage requirements of an R6 district. The proposed actions would therefore not have a significant impact on the extent of conformity within the current surrounding area and it would not adversely affect the viability of conforming uses on nearby properties. Therefore, significant impacts to zoning are not anticipated and further zoning analysis is not warranted. **Table 3B** summarizes the Future With-Action zoning regulations.

Table 3b Summary of Future With-Action Zoning Regulations

Zoning District	Type and Use Group (UG)	Floor Area Ratio (FAR)	Parking (Required Spaces)
R8A	Residential UGs 1 - 4	6.02 FAR for Residential; 7.2 FAR for Residential with inclusionary housing bonus 6.5 FAR for Community Facility	40 percent of dwelling units (waived if fewer than 15 required or zoning lot less than 10,00 sf)
C2-4	Commercial Overlay UGs 1 - 9 & 14	2.0 FAR – Commercial in R8A	1 per 1000 sq. ft.

Source: New York City Zoning Resolution, October 2016.

2.1.3 Public Policy

The project site is not part of, or subject to, an Urban Renewal Plan (URP), adopted community 197-a Plan, Solid Waste Management Plan, Business Improvement District (BID), Industrial Business Zone (IBZ), or the New York City Landmarks Law. The proposed action is also not a large publically sponsored project, and as such, consistency with the City's *PlaNYC 2030* for sustainability is not warranted. In addition, the rezoning area is not located in the Coastal Management Zone; therefore a consistency review is not warranted.

Waterfront Revitalization Program

The rezoning area is not located within New York City's designated coastal zone boundary and therefore is not subject to review for its consistency with the City's Waterfront Revitalization Program.

2.2 OPEN SPACE

Open space is defined as publicly or privately owned land that is publicly accessible and operates, functions, or is available for leisure, play, or sport, or set aside for the protection and/or enhancement of the natural environment. According to the *CEQR Technical Manual*, an analysis of open space is conducted to determine whether or not a proposed project would have a direct impact resulting from the elimination or alteration of open space and/or indirect impacts resulting from overtaxing available open space. An open space analysis focuses on officially designated existing or planned public open space. An open space assessment may be necessary if a project potentially has a direct or indirect effect on open space.

For the majority of new projects in New York City located in areas that are neither "underserved" or "well-served" area for open space, an open space assessment is generally conducted if the proposed project would generate more than 200 residents or 500 employees. The projected development site is located in such an area that is neither "underserved" nor "well served" for open space. The proposed action would potentially add up to approximately 337 residents in 118 units (122 projected ; 4 existing) based on an average of 2.86 persons per unit[1], as well as approximately five employees[2] to the neighborhood who would work in the building. As the number of new residents anticipated as a result of the proposed actions is above the CEQR preliminary screening threshold level, a preliminary analysis of open space impacts due to new residents is warranted.

2.2.1 Preliminary Open Space Assessment

The open space study area includes all U.S. Census Tracts that have 50 percent or more of the tract within a half-mile radius of the project site, as exhibited in **Figure 2.2-1.** The 12 Census Tracts that comprise the study area are shown in **Table 4**. The project site is located within Brooklyn Census Tracts 365.01 and 365.02, and the half-mile study area lies within Brooklyn Community District 16.

Existing Conditions

According to 2010 U.S. Census population data that was compiled by the New York City Department of City Planning, there are a total of 37,997 residents in the study area, as shown in **Table 4.** Assuming a standard background growth rate of 0.5 percent per year, the 2016 population is estimated to be approximately 39,151 residents. The study area contains a total of 34 open space resources, as depicted in **Figure 2.2-2** and listed in **Table 5** below. Half of these resources are accessible to the public on a constant and regular basis and as such, have been factored into the quantitative open space assessment (i.e., the open space ratio calculation). These 17 resources provide a total of 21.09 acres of open space (both active and passive). The additional 17 open space resources located within the study area (key map IDs A through Q in **Table 5**) provide another 4.00 acres of open space, but have not been included in the quantitative assessment due to their limited hours or limited access.

Table 4 Census Tracts and Population in the Study Area

Census Tract Number	Population (2010 Census)	Population (2016 Projected)
365.01	2,624	2,704
365.02	1,255	1,293
367	1,305	1,345
371	4,120	4,245
405	1,480	1,525
301	2,750	2,834
363	4,108	4,233
303	4,458	4,593
369	4,923	5,073
906	4,581	4,720
908	3,990	4,111
1144	2,403	2,476
Total	**37,997**	**39,151**

Source: New York City Department of City Planning.
Notes: Shaded row indicates census tract of the project site.

[1] Based on the average household size for Brooklyn Community District 16
[2] Based on a standard average of 0.04 employees per dwelling unit of residential use (superintendents, doormen, handymen, porters, etc.).

Table 5 Open Space Resources in the Study Area

Key No.	Open Space Resource	Location	Size (acres)
1	Callahan Kelly Playground	Fulton Street, Truxton Street at Eastern Parkway	3.25
2	Rudd Playground	Furman Ave & Aberdeen St by Bushwick Ave	1.28
3	Thomas Boyland Park	Broadway btwn. Granite St & Aberdeen St	1.82
4	Marion Hopkinson Playground	Thomas S Boylan St btwn. Marion St & Chuncey St	1.32
5	Fish Playground	Saratoga Ave btwn Herkimer St & Fulton St	1.03
6	PS/IS 155 Open Space	1339 Herkimer St	0.09
7	Weeksville Playground	Howard Ave btwn. Herkimer St. & Atlantic Ave	0.30
8	South Pacific Playground	Howard Ave btwn. Pacific St & Dean St	2.26
9	Saratoga Ballfields	Boyland Ave btwn. Pacific St & Dean St	1.10
10	Ocean Hill Playground	Dean St & Bergen St btwn. Rockaway Ave & Hopkinson Ave	1.60
11	Howard Playground & Pool	Mother Gaston Blvd btwn. Glenmore Ave, & E New York Ave at St Marks Ave	1.21
12	Carter G. Woodson Children's Park	Christopher Ave btwn. Sutter Ave & Belmont Ave	0.92
13	Brownsville Collegiate Charter School/ PS 150 Open Space	Sutter Ave btwn. Christopher St & Sackman St	0.10
14	Powell Playground	130 Powell St	1.02
15	Houston Playground	145 Glenmore Ave	0.92
16	Grace Playground	2126 Pitkin Ave	2.74
17	Jewel Square	Bounded by William St, Fulton Ave, Broadway, E New York Ave	0.13
		Total	**21.09**
Resources Not Included in Quantitative Assessment			
A	Granite Street Block Association	Granite St btwn. Bushwick Ave & Broadway	0.17
B	Infant Jesus Garden	Aberdeen St btwn. Bushwick Ave & Broadway	0.05
C	Hull Street Community Garden	196 Hull St	0.32
D	Hull Street Playground	145 Hull St	0.06
E	Phoenix Community Garden	Bounded by Fulton St, Somers St & Rockaway Ave	0.46
F	Oak Grove Pentecostal Holiness Church Community Garden	2176 Fulton St	0.05
G	Louis Place Friends' Community Garden	11A Louis Pl	0.04
H	Sh'ma Yisrael Community Garden	Pacific St btwn Saratoga Ave & Thomas S Boyland Ave	0.15
I	Farmer's Garden	Bergen St btwn. Howard Ave & Saratoga Ave	0.15
J	New York City Children's Center Brooklyn Campus	1814 Bergen St	1.44
K	St. Marks Block Association Community Garden	St Marks Ave between Ralph Ave & Howard Ave	0.20
L	Preston Community Garden	711 Park Pl	0.06
M	Sterling Community Group Community Garden	535 Ralph Ave	0.12
N	Our Lady of the Presentation Garden	1661 St Marks Ave	0.38
O	McLeod's Community Garden	130 Liberty Ave	0.12
P	Williams Ave Community Garden	88 Williams Ave	0.06
Q	TLC Sculpture Park	271-275 Glenmore Ave	0.17

Source: Community District Profiles, NYC Department of City Planning; East New York Rezoning Proposal FEIS (CEQR No. 15DCP102K), February 2016.

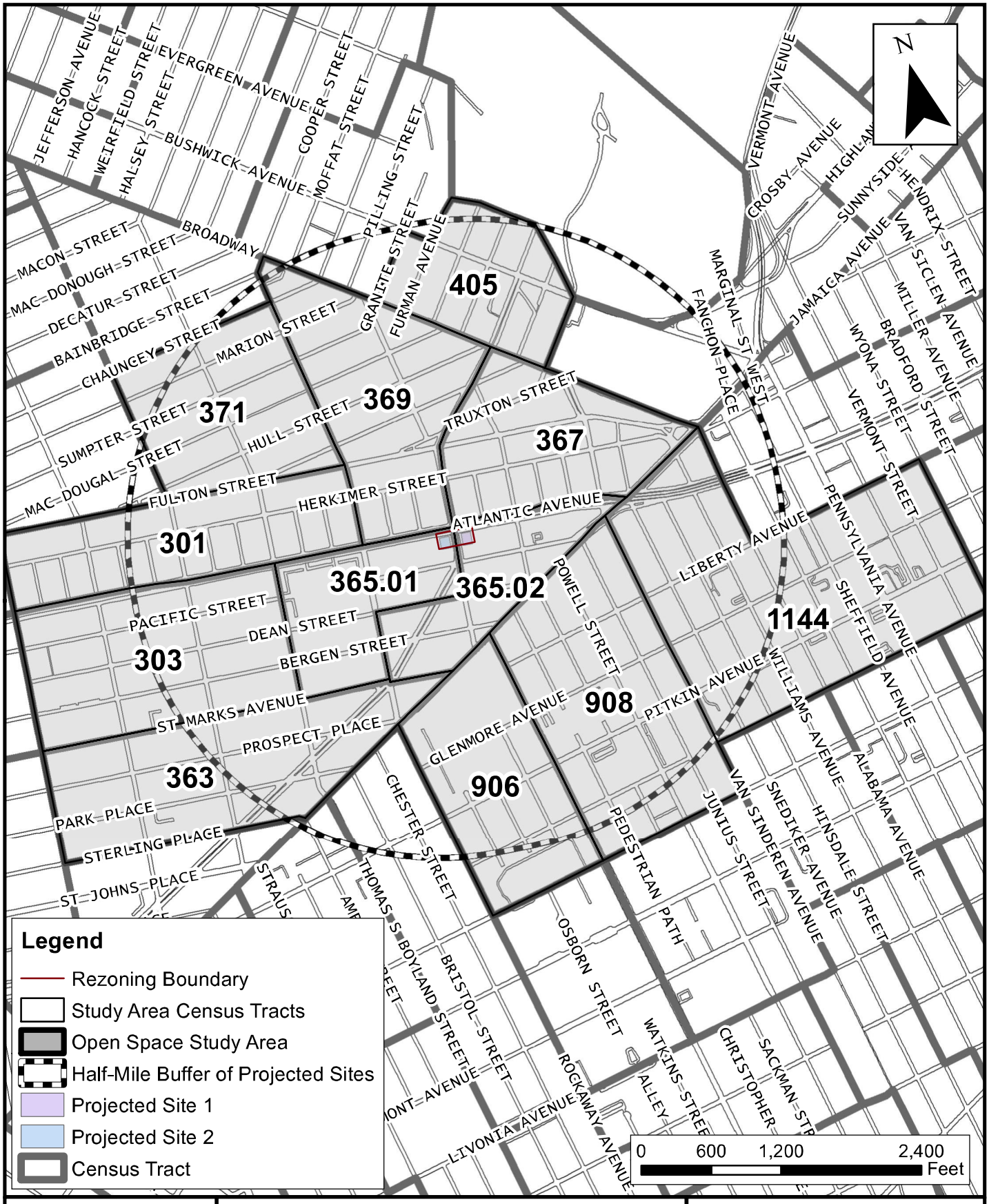
In accordance, with CEQR methodology, the assessment of open space resources in the study area focuses on the calculated open space ratio (OSR), or the ratio of the acres of open space per 1,000 persons. The existing OSR in the study area is approximately 0.54 acres per 1,000 residents, well below the City's target OSR of 1.50 acres per 1,000 residents. It should be noted that the additional 4.0 acres of open space provided by the 17 other study area resources (with key map IDs A through Q) – as well as those resources located proximate to but outside of the study area – help to alleviate the existing shortfall of open space.

Future No-Action Conditions

In the future without the proposed actions, the project site is not expected to undergo any changes or development. By 2021, it is expected that the population in the surrounding area would continue to grow by approximately 0.5 percent a year, representing a standard background growth rate. Thus the approximately 39,151 residents in the study area under 2016 conditions would grow to approximately 40,140 residents by 2021 under the Future No-Action Condition. Therefore, the existing OSR of 0.54 acres of open space per 1,000 residents calculated for the open space study area is expected to be reduced to approximately 0.53 acres of open space per 1,000 residents under the Future No-Action Condition, assuming that no additional open space resources are added to the area, as expected.

Future With-Action Conditions

Preliminary screening procedures from the *CEQR Technical Manual* indicate that impacts may occur if a project reduces the OSR by more than five percent. In areas that are lacking in open space resources, a reduction as small as one percent may be considered significant. Under the Future With-Action Condition, there would be an increase of up to 337 new residents in the rezoning area, thereby increasing the study area population from approximately 40,140 residents under the Future No-Action Condition to 40,477 residents under the Future With-Action Condition. The resulting OSR would decrease from 0.53 acres per 1,000 residents under the Future No-Action Condition to 0.52 acres of open space per 1,000 persons under the Future With-Action Condition, a decrease of approximately 0.83 percent. The reduction in OSR related to the proposed actions would be less than one percent. Therefore, no significant adverse impacts to open space resources as a result of the proposed actions are expected and no further analysis is warranted.

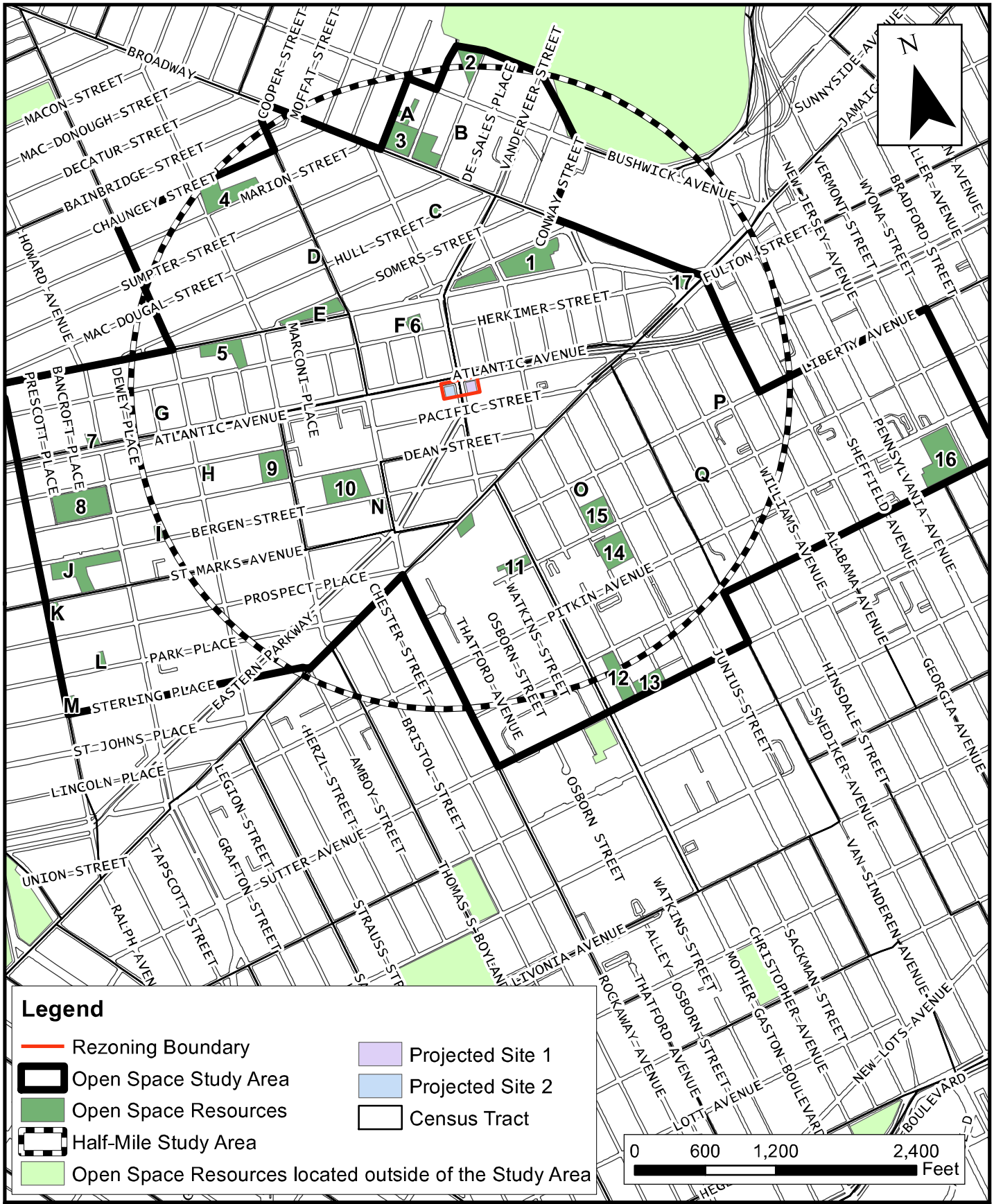


AECOM

Environmental Assessment Statement
1860 Eastern Parkway Rezoning
Brooklyn, NY

Open Space Study Area

Figure 2.2-1



AECOM

Environmental Assessment Statement
1860 Eastern Parkway Rezoning
Brooklyn, NY

Open Space Resources

Figure 2.2-2

2.3 SHADOWS

The *CEQR Technical Manual* defines a shadow as the condition that results when a building or other built structure blocks the sunlight that would otherwise directly reach a certain area, space or feature. An incremental shadow is the additional or new shadow that a building or other built structure resulting from a proposed project would cast on a sunlight-sensitive resource during the year. Sunlight-sensitive resources are those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity, including public open space, architectural resources and natural resources. Shadows can have impacts on publicly accessible open spaces or natural features by adversely affecting their use and important landscaping and vegetation. In general, increases in shadow coverage make parks feel darker and colder, affecting the experience of park patrons. Shadows can also have impacts on historic resources whose features are sunlight-sensitive, such as stained-glass windows, by obscuring the features or details which make the resources significant.

The *CEQR Technical Manual* states that a shadow assessment considers projects that result in new shadows long enough to reach a sunlight-sensitive resource. Therefore, a shadow assessment is warranted only if the project would either result in: (a) new structures (or additions to existing structures including the addition of rooftop mechanical equipment) of 50 feet or more; or, (b) be located adjacent to, or across the street from, a sunlight-sensitive resource.

2.3.1 Preliminary Shadow Screening Assessment

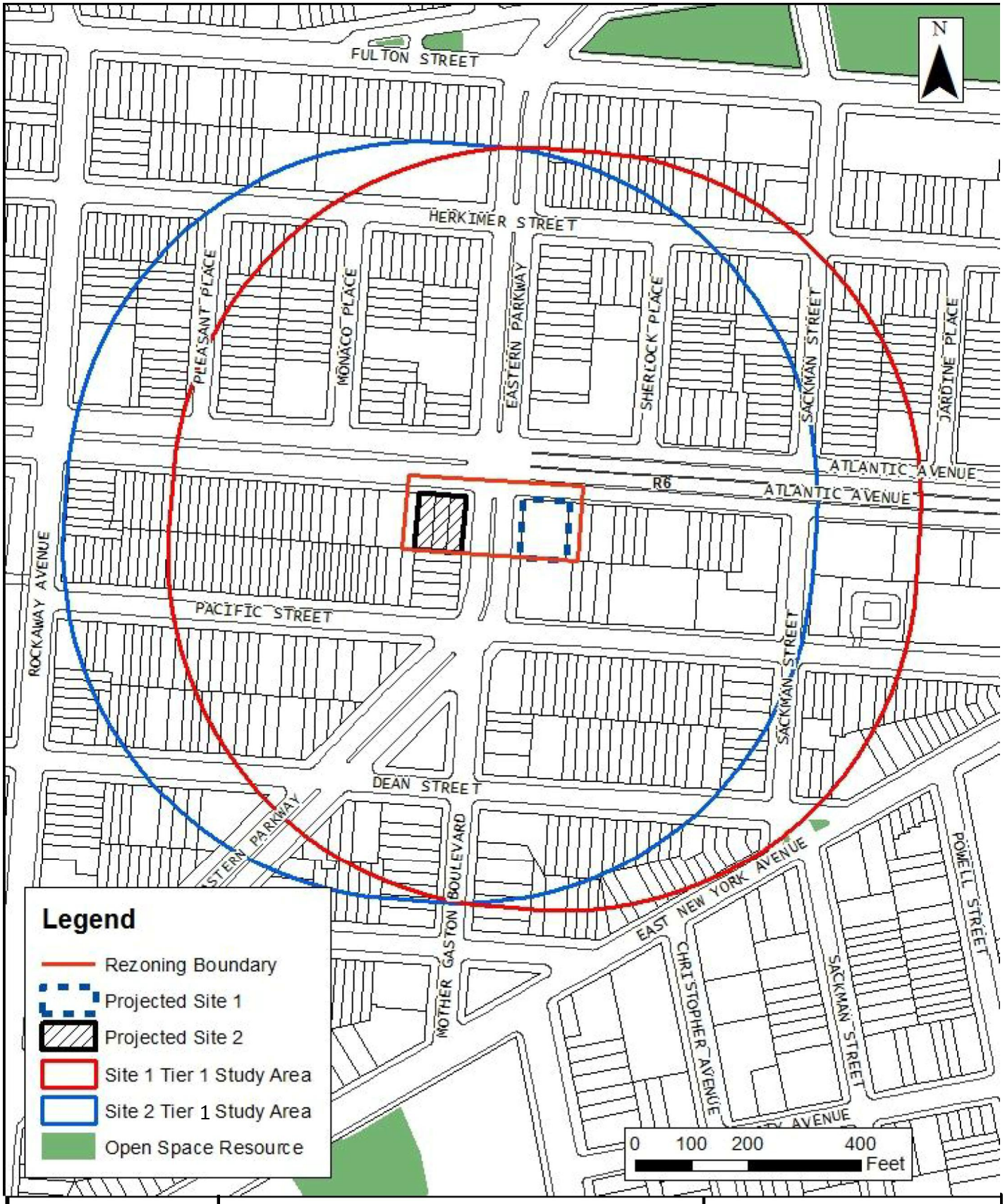
The shadow assessment begins with a preliminary screening assessment to ascertain whether a project's shadow may reach any sunlight-sensitive resources at any time of the year. If the screening assessment does not eliminate this possibility, a detailed shadow analysis is generally warranted in order to determine the extent and duration of the net incremental shadow resulting from the project.

Tier 1 Screening Assessment

The first step in the preliminary shadow screening is a Tier 1 Screening Assessment. A base map is developed that illustrates the proposed site location in relationship to any sunlight-sensitive resources (**Figure 2.3-1**).

The longest shadow study area is then determined, which encompasses the site of the proposed project and a perimeter around the site's boundary with a radius equal to the longest shadow that could be cast by the proposed structure, which is 4.3 times the height of the structure that occurs on December 21st, the winter solstice. To find the longest shadow length, the maximum height of the structure (including any rooftop mechanical equipment) was multiplied by the factor of 4.3.

A shadow radius of 4.3 times the maximum allowable height on the projected development sites (145 feet) was calculated, resulting in a shadow radius of approximately 624 feet. Our Lady of Loreto Church is located at 124 Sackman Street, approximately 320 feet southeast of Projected Development Site No. 1 and approximately 490 feet southeast of Projected Development Site No. 2. Field inspection indicates that this church is no longer in use, as evidenced by the windows being boarded up and a padlock on the front door. As such it is not considered to be a sunlight-sensitive resource. No other resources are located within the 624-foot radius; therefore additional shadow analyses are not necessary



AECOM

Environmental Assessment Statement
1860 Eastern Parkway Rezoning
Brooklyn, NY

Tier 1 Shadow Diagram

Figure 2.3-1

2.4 HISTORIC AND CULTURAL RESOURCES

An assessment of historic and cultural resources is usually necessary for projects that are located in close proximity to historic or landmark structures or districts, or for projects that require in-ground disturbance, unless such disturbance occurs in an area that has been formerly excavated.

The term "historic resources" defines districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, architectural and archaeological importance. In assessing both historic and cultural resources, the findings of the appropriate city, state, and federal agencies are consulted. Historic resources include: the New York City Landmarks Preservation Commission (LPC)-designated landmarks, interior landmarks, scenic landmarks, and historic districts; locations being considered for landmark status by the LPC; properties/districts listed on, or formally determined eligible for, inclusion on the State and/or National Register (S/NR) of Historic Places; locations recommended by the New York State Board for Listings on the State and/or National Register of Historic Places and National Historic Landmarks.

Architectural Resources

According to *CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the proposed actions and in the area surrounding identified development sites. The historic resources study area is therefore defined as the project site plus an approximately 400-foot radius around the proposed action area.

The projected development site is not a designated local or S/NR historic resource or property, nor is the site part of any designated historic district. The LPC was contacted for their initial review of the project's potential to impact nearby historic and cultural resources, and a response was received on July 15, 2016, indicating that the projected development site has no architectural significance (see **Appendix B**).

In order to determine whether the projected development has the potential to affect nearby off-site historic or architectural resources, the study area was screened for historic and architectural resources. No historic or architectural resources were identified within the 400-foot study area. Therefore, no significant adverse impacts on historic or architectural resources are expected as a result of the proposed actions, and further assessment is not warranted.

Cultural and Archaeological Resources

Unlike the architectural evaluation of a study area that extends beyond the footprint of a project's block and lot lines, the analysis of potential and/or projected impacts to archaeological resources is controlled by the actual footprint of the limits of soil disturbance. Archeological resources are physical remains, usually subsurface, of the prehistoric and historic periods such as burials, foundations, artifacts, wells and privies. The *CEQR Technical Manual* requires a detailed evaluation of a project's potential effect on the archeological resources if it would potentially result in an in-ground disturbance to an area not previously excavated.

The existing rezoning area has not been recently disturbed and no recent or distant cultural or archaeological significance have been attached to this area. Further, utilizing the NYS Office of Parks, Recreation and Historic Preservation's "Cultural Resource Information System" (CRIS) mapper, the rezoning area does not fall within an archaeologically sensitive area. Based on both current and historic photoreconnaissance of the rezoning area, there is little potential for impact to any known or unknown resource due to development. The LPC was contacted for their initial review of the project's potential to impact nearby historic and cultural resources, and a response was received on July 15th, 2016, indicating that the projected development site has no architectural significance (see **Appendix A**). Therefore, significant adverse impacts to archaeological resources are not expected as a result of the proposed actions, and further analysis is not warranted.

2.5 URBAN DESIGN AND VISUAL RESOURCES

According to the *CEQR Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. Elements that play an important role in the pedestrian's experience include streets, buildings, visual resources, open space, and natural features, as well as wind as it relates to channelization and downwash pressure from tall buildings. Furthermore, according to the *CEQR Technical Manual*, if a preliminary assessment determines that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed urban design and visual resources analysis is appropriate. Detailed analyses are generally appropriate for all area-wide rezoning applications that include an increase in permitted floor area or changes in height and setback requirements, general large scale developments, or projects that would result in substantial changes to the built environment of a historic district, or components of an historic building that contribute to the resource's historic significance. Conditions that merit consideration for further analysis of visual resources include when the project partially or totally blocks a view corridor or a natural or built rare or defining visual resource. Further conditions that merit consideration are when the project changes urban design features so that the context of a natural or built visual resource is altered, such as if a project alters the street grid so that the approach to the resource changes, or if a project changes the scale of surrounding buildings so that the context changes.

The *CEQR Technical Manual* notes an urban design assessment considers whether and how a project may change the experience of a pedestrian in the project area. The assessment focuses on the components of a proposed project that may have the potential to alter the arrangement, appearance, and functionality of the built environment. In general, an assessment of urban design is needed when the project may have effects on one or more of the elements that contribute to the pedestrian experience (e.g., streets, buildings, visual resources, open space, natural features, wind, etc.). An urban design analysis is not warranted if a proposed project would be constructed within existing zoning envelopes, and would not result in physical changes beyond the bulk and form permitted "as-of-right" with the zoning district.

As the proposed actions would result in the construction of a new building that is not allowed "as-of-right" under the existing zoning, a preliminary analysis was conducted.

2.5.1 Preliminary Analysis

As stated in the *CEQR Technical Manual*, the study area for urban design is the area where the project may influence land use patterns and the built environment, and is generally consistent with the study area used for the land use analysis (i.e., 400 feet around the project site). The purpose of the preliminary assessment is to determine whether any physical changes proposed by a project may raise the potential to significantly and adversely affect elements of urban design, which would warrant the need for a detailed urban design and visual resources assessment.

Existing Conditions

A photographic key map is provided in the previously presented **Figure 1.2-4**; with ground-level photographs of the projected development site and the immediate surrounding area provided in the previously presented **Figure 1.2-5.**

The proposed development site is presently improved with a one-story, 8,000 gross square foot building that is occupied by the True Holy Church and has a built FAR of 1.0. Under the Future With-Action scenario, the proposed actions would amend the zoning map to change the existing R6 and R6/C2-3 district to an R8A/C2-4 district. It is assumed that the proposed development site would be developed to the maximum FAR of 7.2.

Projected Development Site 2 consists of Block 1435, Lot 40, which contains a one-story automobile repair shop; Lot 42, which is improved with a two-story mixed-use residential and commercial building containing a second-floor dwelling unit above a ground-floor commercial use, and Lot 43, which contains

a three-story residential building containing three dwelling units. It is also assumed that these lots would be combined into one development site and would be developed to the maximum FAR of 7.2. These buildings all match the urban design on the neighborhood. They are low to mid-rise buildings; approximately 15 to 40 feet in height built out to their respective lot lines. The street walls of the building face Atlantic Avenue. Like many of the low-rise buildings in the area, these buildings do not have setbacks.

There is no form that ties the built environment together visually. The area is characterized by a mix of one- and two-family residential, multi-family residential, commercial and isolated public facility and institutional uses. Several vacant lots also exist within the study area. The commercial uses are comprised of bodegas, delis, auto repair shops and other local retail. The prevailing built form in the area is a mix of low- to mid-rise residential and small apartment buildings. A majority of the buildings within the study area are arranged regular (parallel) with respect to their lot placement and many of the residential and mixed-use buildings are often attached to one another, as opposed to free-standing detached buildings. These buildings generally range in height from 15 feet to 45 feet.

The cohesion of the study area is disrupted by Eastern Parkway and Atlantic Avenue, two heavily-trafficked arterials that influence the visual character and urban design exhibited by the study area. Eastern Parkway is a six-lane, two-way street with a raised median that runs north-south and bisects the study area into eastern and western sections. Atlantic Avenue, also a six-lane, two-way street with a raised median, runs perpendicular to Eastern Parkway and further divides the study area into northern and southern sections. West of Eastern Parkway, Atlantic Avenue is at grade; east of Eastern Parkway, the Atlantic Avenue viaduct begins at Eastern Parkway and acts as both a physical as well as a psychological barrier between the areas north and south of Atlantic Avenue between Eastern Parkway and Georgia Avenue to the east (beyond the study area).

Transportation uses located along Atlantic Avenue can conflict with pedestrian activities, even occupying the sidewalk in some instances such as just in the westernmost part of the rezoning area (visible in **Photograph 4** on page 7). Most of the streets contain street trees, which are generally located at irregular intervals. A median runs down the middle of Eastern Parkway but features nothing of note. No other notable streetscape elements (e.g. benches, plazas) are located within the study area.

The study area does not contain any parks or open space, or contain any notable natural features. Similarly, the study area does not contain historic resources and is generally void of visual resources. One notable building, Our Lady of Loreto Catholic Church, has been identified within the study area. Located at the northwest corner of Pacific Street and Sackman Street, this house of worship is likely the only visual resource in the study area.

Our Lady of Loreto Church

Our Lady of Loreto Church is a 12,000 gsf house of worship located at 126 Sackman Street on Brooklyn Block 1436, Lot 32. The church occupies the northeastern corner lot at the intersection of Sackman Street and Pacific Street. The church is approximately 70 feet high with two bell towers and statues on its front-facing façade. A site visit in August confirmed the church had no stain glassed windows. The church was also found to have boarded up windows and a padlock on its door. It is assumed that the church is no longer in use.

The street hierarchy includes several different functional classifications. Eastern Parkway and Atlantic Avenue are classified as Principal Arterial Other Roadways, and Pacific Street is classified as a Major Collector. All other roadways in the study area are classified as local roads.

Future No-Action Scenario

Under the Future No-Action Condition, significant changes to the study area are not expected by the analysis year of 2021. It is anticipated that while tenants within area buildings may change, the overall use of these buildings would remain the same, and any physical changes would comply with applicable zoning regulations. No significant changes to the area's urban character are anticipated.

Future With-Action Scenario

While the With-Action scenario would bring a density (up to 14 stories and 145 feet) to the study area that does not currently exist, the proposed action would not negatively affect urban design in the area. There are no architecturally significant buildings in the area and the building would not significantly affect any views of the area. The use of the new density would fit in well with the existing low and medium-density residential uses in the area.

Because the proposed development would be built within the existing building footprint on the Project Site, the development in the With-Action Scenario would not alter or disrupt the existing street grid or change the arrangement and orientation of streets in the area. Additionally, the Proposed Action would not permanently alter the exiting sidewalks that bound the Project Site to the north and to the west. Furthermore, there would not be any changes to the existing sidewalk layout. Overall, the development in the Future With-Action would not alter with the existing streets, street grid, streetscape, and sidewalks.

The development under the Future With-Action Scenario would result in a building that is larger in scale and height than buildings in the surrounding study area, which are typically two to five stories and 15 to 45 feet in height. As previously discussed, the With- Action scenario could result in a development of up to 14 stories and 145 feet in height. Although the development under the With-Action Scenario would be larger and taller than the existing low to mid rise buildings in the study area, the buildings would be uniformly massed towards the wide street intersection (Atlantic Avenue and Eastern Parkway). Furthermore, the additional density in the With-Action scenario allows for the opportunity to produce more affordable housing for homeless veterans, which would be unattainable in the No-Action Scenario.

The projected development under the With-Action Scenario would include retail and community facility uses on the ground floors. In comparison to the existing house of worship, auto shop facility, and residential uses, these uses would further activate currently underused sites at the street level and improve the visual quality of the streetscape. As such, the Proposed Action would enhance the commercial corridor and view corridor along Eastern parkway and Atlantic Avenue by activating uses to the streetscape and promoting pedestrian activity.

While the proposed building would change views of the site as witnessed by pedestrians on Eastern Parkway, Atlantic Avenue, and other roadways, significant adverse impacts to urban design and visual resources would not occur. The proposed actions would not result in any conditions that would merit further detailed assessment of urban design and visual resources. While no other 10-story buildings are located within the study area, several other four to five story 40 to 50 foot mid-rise buildings are found in the surrounding study area. The proposed actions would also not block any view corridors or views to/from any natural areas with rare or defining features, as the proposed building is contained to the subject site. Therefore, the proposed actions are not expected to result in any significant adverse urban design or visual resource related impacts. **Figures 2.5-1 and 2.5-2** highlight the future With-Action Scenario of both the Applicant-owned and non-Applicant owned sites.

Eastern Parkway facing south (Site at left)



Future No-Action and Context

Eastern Parkway facing south (Site at left)



Future With-Action

1860 Eastern Parkway Rezoning
Brooklyn, NY

Figure 2.5-1 – View from Eastern Parkway facing South

Atlantic Avenue facing west (Site at left)



Future No-Action and Context

Atlantic Avenue facing west (Site at left)



Future With-Action

1860 Eastern Parkway Rezoning
Brooklyn, NY

Figure 2.5-2 – View from Atlantic Avenue facing West

2.6 NATURAL RESOURCES

The proposed project will not adversely affect natural resources. An assessment of a project's impact on natural resources is typically performed for actions that would either occur on or near natural resources (e.g., wetlands, woodlands, meadows, etc.) or for actions that would result in the direct or indirect disturbance of such resources.

The project site is located in a disturbed urban environment. The habitat value of the project site for native species is low as a result of the extensive development of the site, which no longer contains natural resources of any significance. Therefore, further analysis related to the impacts of the proposed project on natural resource is not warranted.

In light of the above, the proposed project would not result in a significant adverse impact to natural resources, and no further evaluation is required. The project site is located within the Jamaica Bay Watershed Protection Area. Consequently, the *Jamaica Bay Watershed Protection Plan Project Tracking Form* has been completed and is contained in **Appendix B.**

2.7 HAZARDOUS MATERIALS

A hazardous material is any substance that poses a threat to human health or the environment. Substances that can be of concern include, but are not limited to, heavy metals, volatile and semi-volatile organic compounds (VOCs and SVOCs), methane, polychlorinated biphenyls (PCBs), and hazardous wastes (defined as substances that are chemically reactive, ignitable, corrosive, or toxic). According to the *CEQR Technical Manual*, the potential for significant impacts from hazardous materials can occur when: a) hazardous materials exist on a site; and b) action would increase pathways to their exposure; or c) an action would introduce new activities or processes using hazardous materials.

A Phase I Environmental Site Assessment (ESA) was undertaken at the projected development site in November 2015 and is summarized below.

2.7.1 Summary of Phase I ESA

The Phase I ESA concluded that there are three Recognized Environmental Conditions (RECs, as defined by ASTM Practice E1527-13) associated with the site.

- A dry cleaning business operated on-site along Eastern Parkway from at least 1965 to 1979. Historic dry cleaning operations dating back to 1965 may have used a variety of chemical solvents, including carbon tetrachloride, perchloroethylene (PERC), trichloroethene (TCE) and 1,1,1-trichloroethane (1,1,1-TCA). These chemicals, when released into the subsurface (whether deliberate or inadvertently) pose a significant threat to the environment and/or human health.

- Historic site uses included clothing and ribbon manufacturing dating back to 1934. Based on these uses, potential contamination may have resulted from undocumented underground or aboveground storage tanks and from discharges, leakage, or spillage of various chemical solvents, petroleum-based products, and potentially toxic dyes to floors, trench/floor drains, sumps, and leaching pools.

- A potential off-site source of contamination was identified to exist hydrologically up-gradient 357 feet northwest of the site. In 2004, during the redevelopment of 31-33 Monaco Place two 550-gallon gasoline underground storage tanks (USTs) and associated contaminated soil and groundwater were discovered. Further investigative activities discovered six additional USTs with impacted soils. Additional investigation confirmed soil and groundwater contamination at the site. Interpretation of the sampling

results lead NYSDEC to believe that contamination may be migrating off-site to the southeast.

2.7.2 Conclusions

To avoid any potential impacts associated with hazardous materials, an (E) designation will be assigned for hazardous materials on the proposed development site (Block 1436, Lot 6) and an (E) designation will also be assigned to the lots within Projected Development Site 2 (Block 1435 Lots 40, 42, and 43). The text for the (E) designation related to hazardous materials is as follows:

Task 1-Sampling Protocol

The applicant submits to OER, for review and approval, a Phase I of the site along with a soil, groundwater and soil vapor testing protocol, including a description of methods and a site map with all sampling locations clearly and precisely represented. If site sampling is necessary, no sampling should begin until written approval of a protocol is received from OER. The number and location of samples should be selected to adequately characterize the site, specific sources of suspected contamination (i.e., petroleum based contamination and non-petroleum based contamination), and the remainder of the site's condition. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of sampling data. Guidelines and criteria for selecting sampling locations and collecting samples are provided by OER upon request.

Task 2-Remediation Determination and Protocol

A written report with findings and a summary of the data must he submitted to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such results, a determination is made by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER. If remediation is indicated from test results, a proposed remediation plan must be submitted to OER for review and approval. The applicant must complete such remediation as determined necessary by OER. The applicant should then provide proper documentation that the work has been satisfactorily completed. A construction-related health and safety plan should be submitted to OER and would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil, groundwater and/or soil vapor. This plan would be submitted to OER prior to implementation.

With this (E) designation in place, no significant adverse impacts related to hazardous materials are expected, and no further analysis is warranted. Therefore, there is no potential for the proposed action to result in significant adverse impacts related to hazardous materials.

2.8 AIR QUALITY

When assessing the potential for air quality significant impacts, the *CEQR Technical Manual* seeks to determine a proposed action's effect on ambient air quality, or the quality of the surrounding air. Ambient air can be affected by motor vehicles, referred to as "mobile sources," or by fixed facilities, referred to as "stationary sources." This can occur during operation and/or construction of a project being proposed. The pollutants of most concern are carbon monoxide, lead, nitrogen dioxide, ozone, relatively coarse inhalable particulates (PM_{10}), fine particulate matter ($PM_{2.5}$), and sulfur dioxide.

The *CEQR Technical Manual* generally recommends an assessment of the potential impact of mobile sources on air quality when an action increases traffic or causes a redistribution of traffic flows, creates any other mobile

sources of pollutants (such as diesel train usage), or adds new uses near mobile sources (e.g., roadways, parking lots, garages). The *CEQR Technical Manual* generally recommends assessments when new stationary sources of pollutants are created, when a new use might be affected by existing stationary sources, or when stationary sources are added near existing sources and the combined dispersion of emissions would impact surrounding areas.

2.8.1 Mobile Sources

According to the *CEQR Technical Manual*, projects, whether site-specific or generic, may result in significant mobile source air quality impacts when they increase or cause a redistribution of traffic; create any other mobile sources of pollutants (such as diesel trains, helicopters etc.); or add new uses near mobile sources (roadways, garages, parking lots, etc.). Projects requiring further assessment include:

- Projects that would result in placement of operable windows, balconies, air intakes or intake vents generally within 200 feet of an atypical source of vehicular pollutants.
- Projects that would result in the creation of a fully or partially covered roadway, would exacerbate traffic conditions on such a roadway, or would add new uses near such a roadway.
- Projects that would generate peak hour auto traffic or divert existing peak hour traffic of 170 or more auto trips in this area of the City.
- Projects that would generate peak hour heavy-duty diesel vehicle traffic or its equivalent in vehicular emissions resulting from 12 or more heavy-duty diesel vehicles (HDDVs) for paved roads with average daily traffic of fewer than 5,000 vehicles, 19 or more HDDVs for collector roads, 23 or more HDDVs for principal and minor arterials, or 23 or more HDDVs for expressways and limited-access roads.
- Projects that would result in new sensitive uses (e.g., schools or hospitals) adjacent to large existing parking facilities or parking garage exhaust vents.
- Projects that would result in parking facilities or applications requesting the grant of a special permit or authorization for parking facilities; or projects that would result in a sizable number of other mobile sources of pollution (e.g., a heliport or a new railroad terminal).
- Projects that would substantially increase the vehicle miles traveled in a large area.

The proposed actions would not result in any of the above thresholds being crossed and therefore would not require further mobile source assessment.

2.8.2 Stationary Sources

According to the *CEQR Technical Manual*, projects may result in stationary source air quality impacts when one or more of the following occurs:

- New stationary sources of pollutants are created (e.g., emission stacks for industrial plants, hospitals, other large institutional uses).
- Certain new uses near existing (or planned future) emissions stacks are introduced that may affect the use.
- Structures near such stacks are introduced so that the structures may change the dispersion of emissions from the stacks so that surrounding uses are affected.

- Fossil fuels (fuel oil or natural gas) for heating/hot water, ventilation, and air conditioning systems are used.
- Large emission sources are created (e.g., solid waste or medical-waste incinerators, cogeneration facilities, asphalt/concrete plants, or power-generating plants, etc.).
- New sensitive uses are located near a large emission source.
- Medical, chemical, or research labs are created or result in new uses being located near them.
- Operation of manufacturing or processing facilities is created.
- New sensitive uses created within 400 feet of manufacturing or processing facilities.
- New uses created within 400 feet of a stack associated with commercial, institutional, or residential developments (and the height of the new structures would be similar to or greater than the height of the emission stack).
- Potentially significant odors are created.
- New uses near an odor-producing facility are created.
- "Non-point" sources that could result in fugitive dust are created.
- New uses near non-point sources are created.
- A generic or programmatic action is introduced that would change or create a stationary source or that would expose new populations to such a stationary source.

Field surveys confirmed that no industrial sites are located within the 400-foot study area; however an auto body shop containing a spray booth is located at 2312 Atlantic Avenue, adjacent to Projected Development Site No. 2 and approximately 225 feet west of the proposed development site.

Air Toxics Analysis

An air quality assessment was conducted per CEQR requirements to evaluate impacts from existing industrial sources on the proposed sensitive receptors, i.e., the proposed residential uses on the potential and projected development sites. It was found that an auto body shop, Cater Brothers Auto located on Block 1435, Lot 36, is located within the 400-foot radius of the proposed development site. An inspection of the auto body shop conducted by NYCDEP indicated that a spray paint booth is operating inside the auto body shop without a permit. Therefore according to the *CEQR Technical Manual*, air quality dispersion modeling was conducted to predict potential concentrations at the proposed sensitive receptor locations from the paint booth operation. The results of the modeling effort are contained in **Appendix C**.

No significant adverse air quality impacts from the spray booth operation were predicted to occur at Projected Development Site 1 (Block 1436, Lot 6), however, exceedances of the NYSDEC Short-term Guideline Concentration for $PM_{2.5}$ SGC were predicted at the Projected Development Site 2. Therefore, restrictions are recommended for Projected Development Site 2. To avoid any potential significant impact associated with the auto body facility, an (E) designation will be assigned for air quality on the Projected Development Site 2 (Block 1435, Lots 40, 42 and 43). The text of the (E) designation is as follows:

> *In order to ensure there will be no potential adverse air quality impacts, if auto painting uses continue to operate at the adjacent auto shop (Block 1435, Lot 36), all windows on*

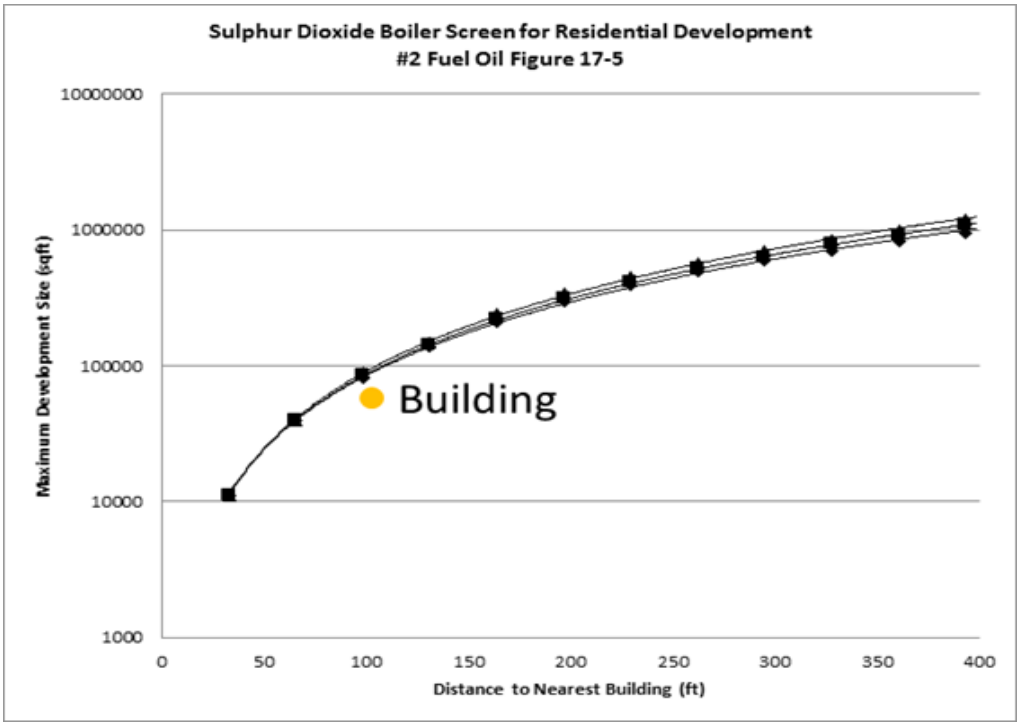
the proposed development on Block 1435, Lot 40, 42, and 43, up to a height of 85 feet above local grade must be inoperable. Similarly, air intakes must not be located in these locations.

HVAC and Hot Water Boiler Emissions Screening

Impacts from boiler emissions at each of the projected development sites are a function of fuel type, stack height, minimum distance from the source to the nearest building, and square footage of the development. According to the applicant, the proposed building will likely utilize natural gas. However, for purposes of a conservative assessment, it was assumed that the proposed building and any building to be constructed on the remaining projected development site would use Oil #2. For each site, the stack height and development size was plotted on the graph for residential developments provided in the air quality appendix of the *CEQR Technical Manual*, as shown in **Figures 2.8-1** and **2.8-2**. These graphs indicate the minimum distance between the projected development sites and buildings of a similar or greater height in order to avoid a potential air quality impact. One of the projected 145-foot buildings would be located in the southeast quadrant of the intersection of Eastern Parkway and Atlantic Avenue, while the other would be situated in the southwest quadrant. The stack height for the emissions vents was estimated as being three feet higher than the proposed building height. The (E) designation would ensure that there would be no significant adverse industrial source air quality impacts on Projected Development Site 2.

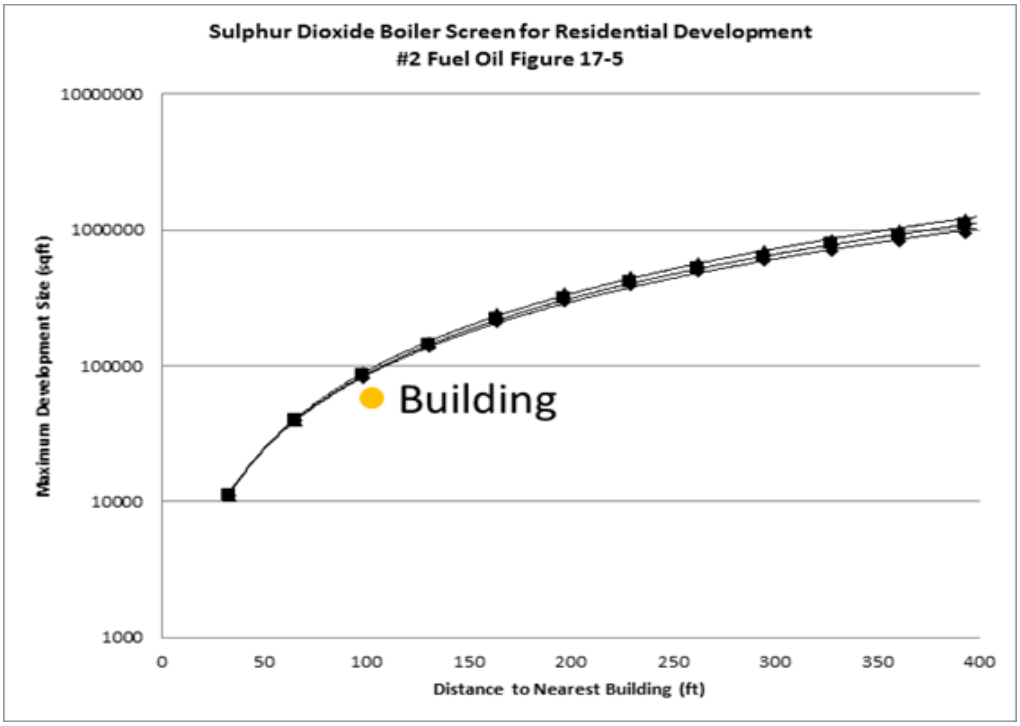
A review of the surrounding area indicates that there are no sensitive receptors (with or without operable windows) taller than the 145-foot subject buildings located within the minimum distance of 55 feet needed to avoid the potential for a significant adverse air quality impact. Therefore the impact from the projected development sites does not warrant further analyses.

Figure 2.8-1 Air Quality Screening Graph – Block 1436, Lot 6



Fuel Type	No. 2 Fuel Oil	
Land Use:	Residential	
Development Size:	57,600	**ft^2**
Building Height:	145	**ft**
Distance to Nearest Building	103	**ft**
Screening Result	Pass	

Figure 2.8-2 Air Quality Screening Graph – Block 1435, Lots 40, 42 & 43



Fuel Type	No. 2 Fuel Oil	
Land Use:	Mixed Residential and Commercial	
Development Size:	57,542	**ft^2**
Building Height:	145	**ft**
Distance to Nearest Building	105	**ft**
Screening Result	Pass	

2.9 NOISE

Noise is defined as any unwanted sound, and sound is defined as any air pressure variation that the human ear can detect. Human beings can detect a large range of sound pressures ranging from 20 to 20 million micropascals, but only these air-pressure variations occurring within a particular set of frequencies are experienced as sound. Air pressure changes that occur between 20 and 20,000 times a second, stated as units of Hertz (Hz), are registered as sound.

In terms of hearing, humans are less sensitive to low frequencies (<250 Hz) than mid-frequencies (500-1,000 Hz). Humans are most sensitive to frequencies in the 1,000 to 5,000 Hz range. Since ambient noise contains many different frequencies all mixed together, measures of human response to noise assign more weight to frequencies in this range. This is known as the A-weighted sound level.

Noise is measured in sound pressure level (SPL), which is converted to a decibel scale. The decibel is a relative measure of the sound level pressure with respect to a standardized reference quantity. Decibels on the A-weighted scale are termed “dB(A).” The A-weighted scale is used for evaluating the effects of noise in the environment because it most closely approximates the response of the human ear. On this scale, the threshold of discomfort is 120 dB(A), and the threshold of pain is about 140 dB(A). **Table 4** shows the range of noise levels for a variety of indoor and outdoor noise levels.

Because the scale is logarithmic, a relative increase of 10 decibels represents a sound pressure level that is 10 times higher. However, humans do not perceive a 10 dB(A) increase as 10 times louder; they perceive it as twice as loud. The following are typical human perceptions of dB(A) relative to changes in noise level:

- 3 dB(A) change is the threshold of change detectable by the human ear;
- 5 dB(A) change is readily noticeable; and
- 10 dB(A) increase is perceived as a doubling of the noise level.

As a change in land use may result in a change in type and intensity of noise perceived by residents, patrons and employees of a neighborhood, the *CEQR Technical Manual* recommends an analysis of the two principal types of noise sources: mobile sources and stationary sources. Both types of noise sources are examined in the following sections.

2.9.1 Mobile Sources

Mobile noise sources are those which move in relation to receptors. The mobile source screening analysis addresses potential noise impacts associated with vehicular traffic generated by the proposed actions.

According to the *CEQR Technical Manual*, if existing passenger car equivalent (PCE) values are increased by 100 percent or more due to a proposed action, a detailed analysis is generally performed. Vehicular traffic studies are not warranted, as the proposed actions are not expected to generate over 50 vehicle trips through any local intersection during peak periods.

As discussed in the *CEQR Technical Manual*, if the proposed project is located in an area with high ambient noise levels, which typically include those near heavily-traveled thoroughfares or other loud activities, further noise analysis may be warranted to determine the attenuation measures for the project. The proposed development sites are located at the corner of Eastern Parkway and Atlantic Avenue, in an area with high ambient noise levels. Although the project is unlikely to generate sufficient traffic volumes to warrant a mobile source analysis, the ambient noise levels were measured to provide an assessment of the potential for traffic noise to have a significant adverse effect on future residents.

Table 6 Sound Pressure Level & Loudness of Typical Noises in Indoor & Outdoor Environments

Noise Level dB(A)	Subjective Impression	Typical Sources		Relative Loudness (Human Response)
		Outdoor	Indoor	
120-130	Uncomfortably Loud	Air raid siren at 50 feet (threshold of pain)	Oxygen torch	32 times as loud
110-120	Uncomfortably Loud	Turbo-fan aircraft at take-off power at 200 feet	Riveting machine Rock band	16 times as loud
100-110	Uncomfortably Loud	Jackhammer at 3 feet		8 times as loud
90-100	Very Loud	Gas lawn mower at 3 feet Subway train at 30 feet Train whistle at crossing Wood chipper shredding trees Chain saw cutting trees at 10 feet	Newspaper press	4 times as loud
80-90	Very Loud	Passing freight train at 30 feet Steamroller at 30 feet Leaf blower at 5 feet Power lawn mower at 5 feet	Food blender Milling machine Garbage disposal Crowd noise at sports event	2 times as loud
70-80	Moderately Loud	NJ Turnpike at 50 feet Truck idling at 30 feet Traffic in downtown urban area	Loud stereo Vacuum cleaner Food blender	Reference loudness (70 dB(A))
60-70	Moderately Loud	Residential air conditioner at 100 feet Gas lawn mower at 100 feet Waves breaking on beach at 65 feet	Cash register Dishwasher Theater lobby Normal speech at 3 feet	2 times as loud
50-60	Quiet	Large transformers at 100 feet Traffic in suburban area	Living room with TV on Classroom Business office Dehumidifier Normal speech at 10 feet	1/4 as loud
40-50	Quiet	Bird calls Trees rustling Crickets Water flowing in brook	Folding clothes Using computer	1/8 as loud
30-40	Very quiet		Walking on carpet Clock ticking in adjacent room	1/16 as loud
20-30	Very quiet		Bedroom at night	1/32 as loud
10-20	Extremely quiet		Broadcast and recording studio	
0-10	Threshold of Hearing			

Sources: Noise Assessment Guidelines Technical Background, by Theodore J. Schultz, Bolt Beranek and Newman, Inc., prepared for the US Department of Housing and Urban Development, Office of Research and Technology, Washington, D.C., undated; Sandstone Environmental Associates, Inc.; Highway Noise Fundamentals, prepared by the Federal Highway Administration, US Department of Transportation, September 1980; Handbook of Environmental Acoustics, by James P. Cowan, Van Nostrand Reinhold, 1994.

The *CEQR Technical Manual* provides noise exposure guidelines in terms of L_{eq} and L_{10} for the maximum amount of allowable noise under existing regulations. L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating sound pressure levels (SPLs) is averaged over time to create a single number to describe the mean energy or intensity level. High noise levels during a measurement period will have greater effect on the L_{eq} than low noise levels. The L_{eq} has an advantage over other descriptors because L_{eq} values from different noise sources can be added and subtracted to determine cumulative noise levels. In comparison, L_{10} is the SPL exceeded 10 percent of the time. Similar descriptors include the L_{50}, L_{01}, and L_{90} values.

Noise measurements were conducted on June 15, 2016 at two locations within the rezoning area. A Type 2 Larson Davis LxT sound meter with wind shield was used to conduct the noise monitoring. The meter was placed on a tripod at a height of approximately five feet above the ground, away from any other surfaces and was calibrated prior to and following each monitoring session.

Noise measurements were conducted in front of the projected development sites on the sidewalk at two locations:

Location 1: The southeast corner of the intersection of Eastern Parkway and Atlantic Avenue

Location 2: The southwest corner of the intersection of Eastern Parkway and Atlantic Avenue

Levels at these locations were measured during the weekday peak hours of 8:00 a.m. to 10:00 a.m. and 5:00 p.m. to 7:00 p.m. An off-peak measurement was also taken between 12:00 p.m. and 2:00 p.m. Vehicular traffic on Atlantic Avenue and Eastern Parkway, pedestrian chatter and airplane flyovers were the major contributors to the ambient noise profile, and are therefore included in this cumulative noise assessment. New York City Transit's "L" train and the Long Island Railroad are both located approximately 1,300 feet east of the intersection; however train noise is indistinguishable from the ambient vehicular noise. The results of the noise measurements taken at the monitoring locations are summarized in **Tables 8a** and **8b**.

Table 7a Location 1 Measured Noise Levels (dB(A))

Time Period	L_{eq}	L_{10}
AM (8:23 – 8:45)	74.7	76.0
MD (12:27 – 12:49)	73.5	75.7
PM (5:01 – 5:23)	76.0	76.1

Table 7b Location 2 Measured Noise Levels (dB(A))

Time Period	L_{eq}	L_{10}
AM (8:46 – 9:08)	73.3	76.1
MD (12:49 – 1:11)	73.4	74.2
PM (5:24 – 5:46)	71.7	74.3

In 1983, the New York City Department of Environmental Protection (NYCDEP) adopted the *City Environmental Protection Order-City Environmental Quality Review* (CEPO-CEQR) noise standards at the exterior façade to achieve interior noise levels of 45 dB(A) or below. *CEPO-CEQR Noise Standards* classify noise exposure into four categories: Acceptable, Marginally Acceptable, Marginally Unacceptable and Clearly Unacceptable. As noted in the *CEQR Technical Manual*, these standards are the basis for classifying noise exposure into the following categories based on the L_{10} measured directly outside the projected development site:

Table 8 Attenuation Values to Achieve Acceptable Interior Noise Levels

	Marginally Unacceptable				Clearly Unacceptable
Noise Level with Proposed Project	$70 < L_{10} \leq 73$	$73 < L_{10} \leq 76$	$76 < L_{10} \leq 78$	$78 < L_{10} \leq 80$	$80 < L_{10}$
Attenuation[1]	(I) 28 dB(A)	(II) 31 dB(A)	(III) 33 dB(A)	(IV) 35 dB(A)	$36 + (L_{10} - 80)^2$ dB(A)

Source: *2014 CEQR Technical Manual*

Notes:

[1] The above composite window-wall attenuation values are for residential dwellings. Commercial and office spaces/meeting rooms would be 5 dB(A) less in each category. All the above categories require a closed window situation and hence an alternate means of ventilation.

[2] Required attenuation values increase by 1 dB(A) increments for L_{10} values greater than 80 dBA.

The measured ambient noise levels indicate that the project-induced sensitive receptors would be in an area that is marginally unacceptable *Noise Exposure Guidelines* summarized in CEQR Table 19-2. Therefore an impact would occur unless the building design as proposed provides a composite building attenuation that would be sufficient to reduce these levels to an acceptable interior noise level. These values are shown in Table 9 above.

The maximum L_{10} measured was 76.1 dB(A) during the PM-peak period at Location 1 and during the AM-peak period at Location 2. Therefore, the noise at the project site falls within "Marginally Unacceptable" conditions. In order to ensure an acceptable interior noise environment maintaining an interior noise level of 45 dB(A), future residential uses at the projected development sites must provide a closed window condition with a minimum of 31 dB(A) window/wall attenuation on the facades facing both Eastern Parkway and Atlantic Avenue. This level of attenuation could be achieved with a closed window situation and alternate means of ventilation, such as indoor air conditioning, heat pumps or split systems. To preclude the potential for significant adverse noise impacts, an (E) Designation would be provided for lots on Projected Development Site 1 (Block 1436, Lot 6) and Projected Development Site 2 (Block 1435, Lots 40, 42, and 43). The text of the (E) designation for would be as follows:

> *In order to ensure an acceptable interior noise environment, future residential/commercial uses must provide a closed window condition with a minimum of 33 dBA window/wall attenuation in order to maintain an interior noise level of 45 dBA. In order to maintain a closed-window condition, an alternate means of ventilation must also be provided.*

With the implementation of this (E) designation, no significant adverse impacts related to noise would occur. Therefore, the proposed actions would not result in any potentially significant adverse noise impacts, and further assessment is not warranted.

2.9.2 Stationary Sources

The *CEQR Technical Manual* states that based upon previous studies, unless existing ambient noise levels are very low and/or stationary source levels are very high (and there are no structures that provide shielding), it is unusual for stationary sources to have significant impacts at distances beyond 1,500 feet. A detailed analysis may be appropriate if the proposed project would: cause a substantial stationary source (i.e., unenclosed mechanical equipment for manufacturing or building ventilation purposes, playground, etc.) to be operating within 1,500 feet of a receptor, with a direct line of sight to that receptor; or introduce a receptor in an area with high ambient noise levels resulting from stationary sources, such as unenclosed manufacturing activities or other loud uses. Machinery, mechanical equipment, heating, ventilating and air-conditioning units, loudspeakers, new loading docks, and other noise associated with building structures may also be considered in a stationary source noise analysis. Impacts may occur when a stationary noise source is near a sensitive receptor, and is unenclosed.

No unenclosed stationary noise sources of concern were observed during field inspections. As the proposed development sites are not subject to high ambient noise levels from any nearby stationary source, no stationary source noise impacts from surrounding uses are anticipated. Additionally, as the proposed project would not introduce a new stationary noise source, no significant adverse stationary source impacts are anticipated as a result of the proposed actions, and no further analysis is warranted.

2.10 NEIGHBORHOOD CHARACTER

As defined by the *CEQR Technical Manual*, neighborhood character is considered to be an amalgam of the various elements that give a neighborhood its distinct personality. The elements, when applicable, typically include land use, socioeconomic conditions, open space and shadows, historic and cultural resources, urban design and visual resources, transportation, and noise, as well as any other physical or social characteristics that help to define a community. Not all of these elements affect neighborhood character in all cases; a neighborhood usually draws its distinctive character from a few defining features.

If a project has the potential to result in any significant adverse impacts on any of the above technical areas, a preliminary assessment of neighborhood character may be appropriate. A significant impact identified in one of these technical areas is not automatically equivalent to a significant impact on neighborhood character; rather, it serves as an indication that neighborhood character should be examined.

In addition, depending on the project, a combination of moderate changes in several of these technical areas may potentially have a significant effect on neighborhood character. As stated in the *CEQR Technical Manual*, a "moderate" effect is generally defined as an effect considered reasonably close to the significant adverse impact threshold for a particular technical analysis area. When considered together, there are elements that may have the potential to significantly affect neighborhood character. Moderate effects on several elements may affect defining features of a neighborhood and, in turn, a pedestrian's overall experience. If it is determined that two or more categories may have potential "moderate effects" on the environment, CEQR states that an assessment should be conducted to determine if the proposed project result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. If a project would result in only slight effects in several analysis categories, then further analysis is generally not needed.

This chapter reviews the defining features of the neighborhood and examines the proposed action's potential to affect the neighborhood character of the surrounding study area. The study area is generally coterminous with the study area used for the land use and zoning analysis in Chapter 2.1. The impact analysis of neighborhood character that follows below focuses on changes to the technical areas listed above that exceeded CEQR preliminary screening thresholds that were assessed in this EAS Short Form.

The assessment begins with a review of existing conditions and the neighborhood of the study area. The information is drawn from the preceding sections of this EAS, but is presented in a more integrated way. While the other sections present all relevant details about particular aspects of the environmental setting, the discussion for neighborhood character focuses on a limited number of important features that gives the neighborhood its own sense of place and that distinguish them from other parts of the city. A concise discussion of the changes anticipated by the 2021 analysis year under the Future No-Action Condition is then included. A brief overview of the Proposed Action is then presented, along with an analysis of whether any anticipated significant adverse impacts and moderate adverse effects, regarding the relevant technical CEQR assessment categories for neighborhood character, would adversely affect any of the defining features.

2.10.1 Existing Conditions

Land Use, Zoning and Public Policy

Land uses throughout the study area include a mix of residential, commercial, and public facility and institutional uses. The residential housing stock of the study area is primarily made up of one and two family homes and two – to four story multi-family homes. These are generally found along Pacific Street, Atlantic Avenue, Eastern Parkway, Monaco Place and Sterling Place within the study area. Mixed commercial and residential uses are located throughout the study area as well. A number of vacant lots can also be found throughout the study area.

The rezoning area is located along the southern portion of Atlantic Avenue at Eastern Parkway. It extends about 100 feet to the east from Eastern Parkway and 100 feet to the west from Eastern Parkway along the southern portion of Atlantic Avenue. Land use in the area generally consists of residential, mixed- residential and commercial buildings, and public facilities and institutions. The majority of the western portion of the study area is occupied by residential uses.

In the northern portion of the study area, the north side of Atlantic Avenue has been developed with mostly one and two family and multi-family residential buildings and buildings with mixed commercial and residential uses. One block northwest of the project site is the Brookdale Family Care Center. Approximately two blocks northwest of the Project Site is a gas station at the intersection of Monaco Place and Atlantic Avenue.

In the southern portion of the study area, the south side of Atlantic Avenue has been developed with mostly one and two family and multi-family residential building and buildings with mixed commercial and residential uses. There are also several vacant lots located along the southern portion of Atlantic Avenue, as well as three vacant lots along the northern portion of Pacific Street and three along the western portion of Eastern Parkway. The Our Lady of Loreto Church is located at the eastern limit of the study area on Pacific Street.

The proposed development site is located in an R6 zoning district that is mapped generally along Eastern Parkway to the south and east, Atlantic Avenue to the North and Nostrand Avenue to the west. Residential uses as well as community facility uses are allowed as-of-right in R6 zoning districts. The built floor area ratio (FAR) for R6 districts ranges from 0.78 to 2.43 and can reach a maximum of 3.0 with the optional Quality Housing Regulations (QHR). Building heights in R6 districts are governed by sky exposure planes. The blocks to the northwest of the proposed rezoning area are located in an R5 zoning district. Residential uses as well as community facility uses are allowed as-of-right in R5 zoning districts. The built FAR can reach a maximum of 1.25. Building can reach a maximum street wall of 30 feet and a maximum building height of 40 feet. The western portion of the proposed rezoning area and the lots to the north contain C2-3 overlays on both sides of Atlantic Avenue. In R5 districts, C2-3 commercial overlays allow a maximum FAR of 1.0 and an overlay depth of 150 feet. C2-3 commercial overlays allow a maximum FAR of 2.0 and an overlay depth of 150 feet. Typical retail uses in such overlays include those seen in the study area, such as neighborhood grocery stores, restaurants and beauty parlors. These commercial uses are limited to the ground floors. The study area is also within an area designated for the FRESH Program (zoning discretionary tax incentives area).

Transportation

Eastern Parkway and Atlantic Avenue are classified as Principal Arterial Other Roadways. Pacific Street is classified as a Major Collector. All other roadways in the study area are classified as local roads. The East New York stop on the MTA's Long Island Railroad and the Atlantic Avenue stop on the MTA's New York City Transit are approximately one-quarter of a mile east of the study area.

Urban Design and Visual Resources

The architecture throughout the study area is eclectic, with no unity of form to tie the built form together visually. The area is characterized by a mix of one- and two-family residential, multi-family residential, commercial and isolated public facility and institutional uses. Several vacant lots also exist within the study area. The commercial uses are comprised of bodegas, delis, auto repair shops and other local retail. The prevailing

built form in the area is a mix of low- to mid-rise residential and small apartment buildings. Most buildings in the study area are arranged regular (parallel) with respect to their lot placement and many of the residential and mixed-use buildings are often attached to one another, as opposed to free-standing detached buildings. The Atlantic Avenue viaduct begins at Eastern Parkway and acts as both a physical as well as a psychological barrier between the areas north and south of Atlantic Avenue between Eastern Parkway and Georgia Avenue to the east (beyond the study area).

There are few streetscape elements present within the study area and little in the way of visual interest. Most of the streets contain street trees, which are generally located at irregular intervals. A median runs down the middle of Eastern Parkway but features nothing of note. No other notable streetscape elements (e.g. benches) are located within the study area.

2.10.2 Future No-Action Scenario

In the Future No-Action Scenario, the proposed actions would not occur, and it is expected that the existing uses within the rezoning area would remain in their current form.

Significant changes to the study area are not expected by the analysis year of 2021. In the Future No-Action Scenario, it is expected that while tenants within surrounding area buildings may change, the overall use of these buildings would remain the same, and any physical changes would comply with designated zoning regulations and other surrounding districts.

2.10.3 Future With-Action Scenario

The elements that comprise neighborhood character are reviewed individually below, with a following supporting and cumulative conclusion.

Land Use, Zoning and Public Policy

According to the *CEQR Technical Manual*, development resulting from a proposed action could alter neighborhood character if it introduces new land uses, conflicts with land use policy or other public plans for the area, changes land use character, or generates significant land use impacts.

In the Future With-Action scenario, the proposed actions would amend the zoning map to change the existing R6 and R6/C2-3 district to an R8A/C2-4 district. On the proposed development site (Block 1436, Lot 6) this action would facilitate the development of 50,856 SF of residential space (67 units) and 11,576 SF of community facility space. Three additional lots are projected to be developed as one projected development site as a result of the proposed actions.This projected development site is made up of Block 1435 Lots 40, 42, and 43. Under this analysis this site is projected to be developed with approximately 7,992 square feet of commercial floor area and 49,550 sqaure feet of residential floor area with 55 units.

Recent years have seen some commercial and residential development in the general area. The proposed actions would reinforce this trend toward a more active residential mixed-use neighborhood, which is common in the residential areas east of the rezoning area. The proposed actions are therefore not expected to have any adverse impact on surrounding land use.

Historic and Cultural Resources

According to CEQR, when an action results in substantial direct changes to a historic or cultural resource or substantial changes to public views of a resource, or when a historic or cultural resource analysis identifies a significant impact in this category, there is a potential to affect neighborhood character.

The project site is not a designated local LPC or S/NR historic resource or property, nor is the site part of any designated historic district. The LPC was contacted for their initial review of the project's potential to impact nearby historic and cultural resources, and a response was received on July 15, 2016, indicating

that the projected development site has no architectural or archaeological significance. Therefore, significant adverse impacts to these resources are not expected as a result of the proposed actions and further analysis is not warranted.

Urban Design and Visual Resources

According to the *CEQR Technical Manual*, in developed areas, urban design changes have the potential to affect neighborhood character by introducing substantially different building bulk, form, size, scale, or arrangement. Urban design changes may also affect block forms, street patterns, or street hierarchies, as well as streetscape elements such as street walls, landscaping, curb cuts, and loading docks. Visual resource changes could affect neighborhood character if they directly alter key visual features such as unique and important public view corridors and vistas, or block public visual access to such features.

The proposed actions would not diminish or disturb the existing aesthetic continuity, pedestrian features of the community or neighborhood, and as the proposed actions would not block any view corridors or views to/from any natural areas with rare or defining features, nor would the proposed actions impact an historical or culturally sensitive community features, the proposed actions are not expected to result in any significant adverse urban design. Visual resource changes would also not occur, as the proposed actions would not directly alter any key visual features, such as unique and important public view corridors and vistas, or block public visual access to such features.

Shadows

According to CEQR, when shadows from a proposed project fall on a sunlight-sensitive resource and substantially reduce or completely eliminate direct sunlight exposure such that the public's use of the resource is significantly altered or the viability of vegetation or other resources is threatened, there is a potential to affect neighborhood character.

As noted in Section 2.2, a shadow radius of 4.3 times the maximum allowable height on the projected development sites (145 feet) was calculated, resulting in a shadow radius of approximately 624 feet. The results of the Tier 1 screening assessment indicate that Our Lady of Loreto Church is located at 124 Sackman Street, approximately 320 feet southeast of Projected Development Site No. 1 and approximately 490 feet southeast of Projected Development Site No. 2. Field inspection indicates that this church is no longer in use however, as evidenced by the windows being boarded up and a padlock on the front door. As such it is not considered to be a sunlight-sensitive resource. No other resources are located within the 624-foot radius.

Transportation

According to CEQR, changes in traffic and pedestrian conditions can affect neighborhood character in a number of ways. For traffic to have an effect on neighborhood character, it must be a contributing element to the character of the neighborhood (either by its absence or its presence), and it must change substantially as a result of the actions. According to the *CEQR Technical Manual*, such substantial traffic changes can include: changes in level of service (LOS) to C or below; change in traffic patterns; change in roadway classifications; change in vehicle mixes, substantial increase in traffic volumes on residential streets; or significant traffic impacts, as identified in the technical traffic analysis. Regarding pedestrians, when a proposed project would result in substantially different pedestrian activity and circulation, it has the potential to affect neighborhood character.

The proposed actions would not lead to an increase of 50 or more vehicle trips at any one intersection in the vicinity of the proposed development sites. Therefore, the proposed actions would not lead to any significant adverse traffic impacts. Additionally, the proposed actions would not lead to an increase of 200 or more transit trips. Therefore, the proposed actions would not lead to any significant adverse subway or bus impacts.

Noise

According to the *CEQR Technical Manual*, for an action to affect neighborhood character with respect to noise, it would need to result in a significant adverse noise impact and a change in acceptability categories.

As demonstrated in Section 2.7, the maximum L_{10} measured within the rezoning area was 76.1 dB(A) at both monitoring locations during both the AM and PM peak periods. Therefore, the noise at the project site falls within "Marginally Unacceptable" conditions. In order to ensure an acceptable interior noise environment maintaining an interior noise level of 45 dB(A), future residential uses at the projected development sites must provide a closed window condition with a minimum of 33 dB(A) window/wall attenuation on the facades facing both Eastern Parkway and Atlantic Avenue.

Conclusions

Of the relevant technical areas specified in the *CEQR Technical Manual* that comprise neighborhood character, the proposed actions would not cause significant adverse impacts with regard to any of them. Moderate adverse effects that would potentially impact such a defining feature, either singly or in combination, have also not been identified for more than one technical area. Therefore, as the proposed actions would not have a significant adverse neighborhood character impact and would not result in a significant adverse impact to a defining feature of the neighborhood, further analysis is not necessary.

2.11 CONSTRUCTION

Construction, although temporary, can result in disruptive and noticeable effects on a proposed action area. A determination of the significance of construction and the need for mitigation is based on the duration and magnitude of these effects. Construction is typically of greatest importance when it could affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns and air quality conditions. All analyses were undertaken in accordance with the guidelines contained in the *CEQR Technical Manual*.

In addition to the site controlled by the applicant, there is one projected development site in the rezoning area. While the duration of construction on the applicant's site is expected to last approximately 20 months, the remaining projected development site is anticipated to be developed in the four years following the adoption of the proposed rezoning.

As construction induced by the proposed actions would be gradual, taking place over a four-year period, potential impacts would be minimal and, as discussed below, not expected to have any significant adverse impacts. The following is a brief discussion of the effects associated with construction related activities on traffic, air quality, noise, historical resources and hazardous materials resulting from the construction of the projected development sites.

Effect of Construction on Traffic

The proposed actions would result in new development, over a four-year period, on up to two projected development sites. These developments would replace existing uses on the each site. During construction, the sites would generate trips from workers traveling to and from the construction sites, and from the movement of materials and equipment.

Given typical construction hours of 7:00 AM to 4:00 PM, worker trips would be concentrated in off-peak hours typically before both the AM and PM peak commuter periods. Truck movements typically would be spread throughout the day on weekdays, and would generally occur between the hours of 7:00 AM and 4:30 PM. Traffic generated by construction workers and construction truck traffic would not represent a substantial increment during the area's peak travel periods.

Construction activities may result in short-term disruption of both traffic and pedestrian movements at the development sites. This would occur primarily due to the temporary loss of curbside lanes from the staging of equipment and the movement of materials to and from the site. Additionally, construction would result in the temporary closing of sidewalks adjacent to the site at times. These conditions would not lead to significant adverse effects on traffic and transportation conditions.

Effect of Construction on Air Quality

Possible impacts on local air quality during construction induced by the proposed actions include fugitive dust (particulate) emission from land clearing operation and demolition as well as mobile source emissions (hydrocarbons, nitrogen oxide, and carbon monoxide) generated by construction equipment and vehicles.

Fugitive dust emissions from land clearing operations can occur from excavation, hauling, dumping, spreading, grading, compaction, wind erosion, and traffic over unpaved areas. Actual quantities of emissions depend on the extent and nature of the clearing operations, the type of equipment employed, the physical characteristics of the underlying soil, the speed at which construction vehicles are operated, and the type of fugitive dust control methods employed. Much of the fugitive dust generated by construction activities would be of a short-term duration and relatively contained within a proposed site, not significantly impacting nearby buildings or residents. All appropriate fugitive dust control measures – including watering of exposed areas and dust covers for trucks – would be employed during construction of the development sites. Therefore, the fugitive source emissions generated by the proposed actions would not be significant.

Mobile source emissions may result from the operation of construction equipment, trucks delivering materials and removing debris, workers' private vehicles, or occasional disruptions in traffic near the construction site. As the number of construction-related vehicle trips generated by the proposed actions would be relatively small and the emissions from such vehicles as well as construction equipment would occur over a four-year period and be dispersed throughout the proposed rezoning area, the mobile source emissions generated by the proposed actions would not be significant. Overall, the proposed actions would not have the potential to result in significant adverse air quality impacts.

Effect of Construction on Noise

Noise and vibration from construction equipment operation and noise from construction workers' vehicles and delivery vehicles traveling to and from the construction sites can affect community noise levels. The level of impact of these noise sources depends on the noise characteristics of the equipment and activities involved the construction schedule, and the location of potentially sensitive noise receptors.

Noise and vibration levels at a given location are dependent on the kind and number of pieces of construction equipment being operated, as well as the distance of the location from the construction site and the types of structures, if any, between the location and the noise source. Noise levels caused by construction activities can vary widely, depending on the phase of construction (e.g. demolition, land clearing and excavation, foundation, erection of structure, construction of exterior walls) and the specific task being undertaken.

Construction noise associated with the proposed actions is expected to be similar to noise generated by other residential construction projects in the city. Increased noise level caused by construction activities can be expected to be more significant during early excavation phases of construction and would be of relatively short duration. Increases in noise levels caused by delivery trucks and other construction vehicles would not be significant.

Construction noise is regulated by the *New York City Noise Control Code* and by the Environmental Protection Agency noise emission standards for construction equipment. These local and federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emissions standards; that, except under exceptional circumstances, construction activities be limited to weekdays between the hours of 7:00 AM and 6:00 PM; and that construction material be handled and transported in such a manner as not to create unnecessary noise. In addition, whenever possible, appropriate low noise emission level equipment and operational procedures can be utilized to minimize noise and its effect on adjacent uses.

Thus, while there may be short periods of time when noise is greater than the Noise Control Code, these regulations would be followed in such a matter that no significant adverse noise impacts would be expected to result from the proposed actions.

Effect of Construction on Historic Resources

In order to determine whether the projected development has the potential to affect nearby off-site historic or architectural resources, the study area was screened for historic and architectural resources. No historic or architectural resources were identified within the 400-foot study area. Therefore, adverse construction-related impacts are not expected to any historic resource in the vicinity of the rezoning area.

Effect of Construction on Hazardous Materials

The proposed actions would result in new development in the rezoning area. As such, a hazardous materials assessment was undertaken, as presented in Section 2.5 above. As discussed in the section, all contaminants and contaminated materials are expected to be removed in accordance with environmental regulations and no significant adverse impacts are expected.

Conclusion

Construction-related activities are not expected to have any significant adverse impacts on traffic, air quality, noise, historic resources, or hazardous materials conditions as a result of the proposed actions.

APPENDICIES TO SUPPLEMENTAL STUDIES TO THE EAS

Appendix A:

Correspondence with the Landmarks Preservation Commission

Landmarks Preservation Commission

1 Centre Street
9th Floor North
New York, NY 10007

Voice (212)-669-7700
Fax (212)-669-7960
http://nyc.gov/landmarks

ENVIRONMENTAL REVIEW

Project number: DEPARTMENT OF CITY PLANNING / LA-CEQR-K
Project: 1860 EASTERN PARKWAY REZONING
Date received: 7/5/2016

Properties with no Architectural or Archaeological significance:

1) ADDRESS: 1860 Eastern Parkway, BBL: 3014360006
2) ADDRESS: 2342 Atlantic Avenue, BBL: 3014360011
3) ADDRESS: 2316 Atlantic Avenue, BBL: 3014350040
4) ADDRESS: 2318 Atlantic Avenue, BBL: 3014350042
5) ADDRESS: 2320 Atlantic Avenue, BBL: 3014350043
6) ADDRESS: 2312 Atlantic Avenue, BBL: 3014350036

Gina Santucci 7/15/2016

SIGNATURE DATE
Gina Santucci, Environmental Review Coordinator

File Name: 31604_FSO_DNP_07122016.doc

Appendix B- Jamaica Bay Watershed Project Plan Project Tracking Form

Print Form

Jamaica Bay Watershed Protection Plan
Project Tracking Form

The Jamaica Bay Watershed Protection Plan, developed pursuant to Local Law 71 of 2005, mandates that the New York City Department of Environmental Protection (DEP) work with the Mayor's Office of Environmental Coordination (MOEC) to review and track proposed development projects in the Jamaica Bay Watershed (http://www.nyc.gov/html/oec/downloads/pdf/ceqr/Jamaica_Bay_Watershed_Map.jpg) that are subject to CEQR in order to monitor growth and trends. If a project is located in the Jamaica Bay Watershed, (the applicant should complete this form and submit it to DEP and MOEC. This form must be updated with any project modifications and resubmitted to DEP and MOEC.

The information below will be used for tracking purposes only. It is not intended to indicate whether further CEQR analysis is needed to substitute for the guidance offered in the relevant chapters of the CEQR Technical Manual.

A. GENERAL PROJECT INFORMATION

1. CEQR Number: TBD 1a. Modification ☐
2. Project Name: 1860 Eastern Parkway Rezoning
3. Project Description:

   The Applicant, Atlantic East Affiliates LLC, seeks a zoning map amendment to rezone portions of Brooklyn Blocks 1435 and 1436 from an R6 & R6/C2-3 zoning district to an R8A/C2-4 district to facilitate the construction of a ten-story mixed residential/community facility building.

4. Project Sponsor: Atlantic East Affiliates LLC
5. Required approvals: ULURP
6. Project schedule (build year and construction schedule): 2021

B. PROJECT LOCATION:

1. Street address: 1860 Eastern Parkway, Brooklyn, NY, 11233
2. Tax block(s): 1436 , 1435 Tax Lot(s): 6 , 40 42 43
3. Identify existing land use and zoning on the project site: R6 & R6/C2-3 community facility, commerci
4. Identify proposed land use and zoning on the project site: R8A/C2-4 com-fac, comm, residential
5. Identify land use of adjacent sites (include any open space): commercial, transportation/utility, res
6. Describe existing density on the project site and the proposed density:

Existing Condition	Proposed Condition
10,554 SF Community Facility , 4711 SF	100,406 SF Residential, 7,992 Commercial, 11,576 Community Fac.

7. Is project within 100 or 500 year floodplain (specify)? ☐ 100 Year ☐ 500 Year ☒ No

C. GROUND AND GROUNDWATER

1. Total area of in-ground disturbance, if any (in square feet): Approx 8,000
2. Will soil be removed (if so, what is the volume in cubic yards)? Yes (TBD)
3. Subsurface soil classification:
   (per the New York City Soil and Water Conservation Board): N/A Urban
4. If project would change site grade, provide land contours (**attach** map showing existing in 1' contours and proposed in 1' contours).
5. Will groundwater be used (list volumes/rates)? ☐ **Yes** ☒ **No**

   Volumes: N/A Rates: N/A
6. Will project involve dewatering (list volumes/rates)? ☐ **Yes** ☒ **No**

   Volumes: N/A Rates: N/A
7. Describe site elevation above seasonal high groundwater:

   N/A

D. HABITAT

1. Will vegetation be removed, particularly native vegetation? ☐ **Yes** ☒ **No**

   If YES,
   - **Attach** a detailed list (species, size and location on site) of vegetation to be removed (including trees >2" caliper, shrubs, understory planting and groundcover).
   - **List** species to remain on site.
   - **Provide** a detailed list (species and sizes) of proposed landscape restoration plan (including any wetland restoration plans).
2. Is the site used or inhabited by any rare, threatened or endangered species? ☐ **Yes** ☒ **No**
3. Will the project affect habitat characteristics? ☐ **Yes** ☒ **No**

   If YES, describe existing wildlife use and habitat classification using "Ecological Communities of New York State." at http://www.dec.ny.gov/animals/29392.html.
4. Will pesticides, rodenticides or herbicides be used during construction? ☐ **Yes** ☒ **No**

   If YES, estimate quantity, area and duration of application.
5. Will additional lighting be installed? ☐ **Yes** ☒ **No**

   If YES and near existing open space or natural areas, what measures would be taken to reduce light penetration into these areas?

E. SURFACE COVERAGE AND CHARACTERISTICS

(describe the following for both the existing and proposed condition):

	Existing Condition	Proposed Condition
1. ***Surface area:***		
Roof:	14,742 SF	15,992 SF
Pavement/walkway:	N/A	N/A
Grass/softscape:	N/A	N/A
Other (describe):	N/A	N/A
2. ***Wetland*** (regulated or non-regulated) area and classification:	N/A	N/A
3. ***Water surface area:***	N/A	N/A

4. ***Stormwater management*** (describe):

Existing – how is the site drained?

Site drains into adjacent sewer system.

Proposed – describe, including any infrastructure improvements necessary off-site:

No related infrastructure changes are proposed

Appendix C- Air Quality Dispersion Model

AECOM
125 Broad Street, New York, NY 10004
T 212377.8741 F 212.377.8410 www.aecom.com

Memorandum

Date: Oct 4th, 2016

To: Donald E. Ehrenbeck, AICP

From: Jason Huang

Subject: Draft 1860 Eastern Parkway Rezoning Air Quality Assessment

cc: Fang Yang

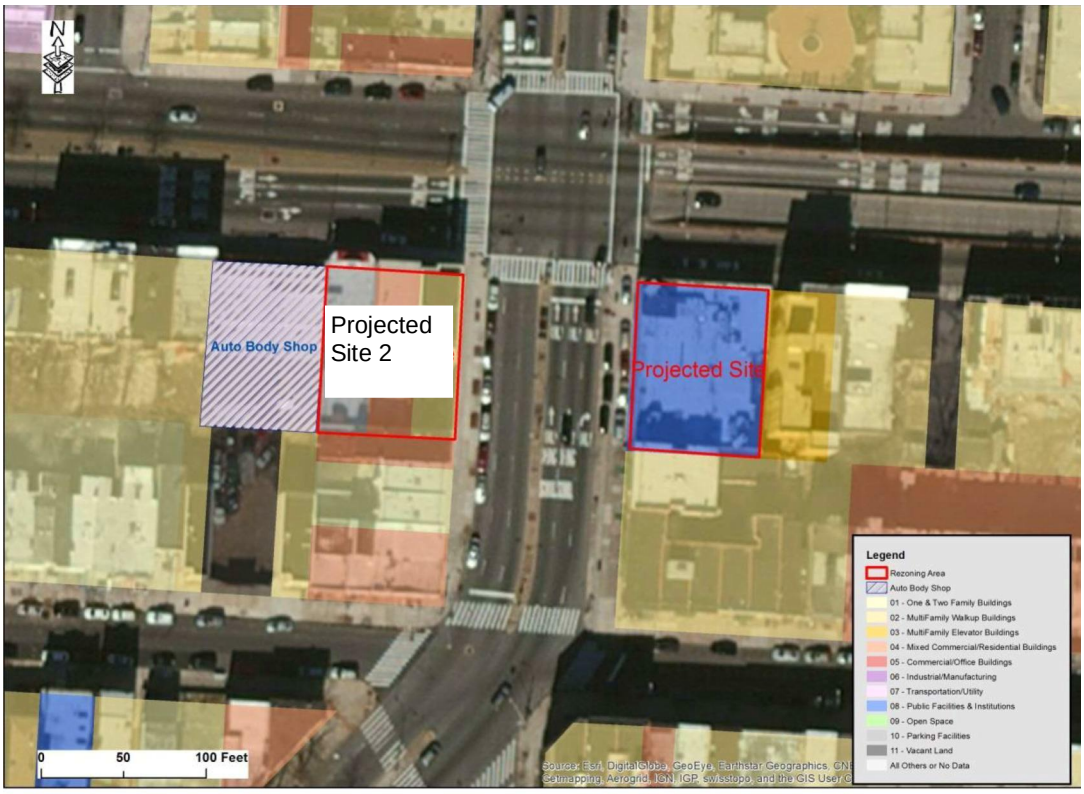
1. INTRODUCTION

The Applicant, Atlantic East Affiliates LLC, seeks a zoning map amendment to rezone portions of Brooklyn Blocks 1435 and 1436 from an R6 & R6/C2-3 zoning district to an R8A/C2-4 district to facilitate the construction of a 10-story building to contain approximately 50,586 zoning square feet (zsf) (61,304 gross square feet,"gsf") of residential floor area and 6,731 zoning square feet (11,576 gsf) of house of worship floor area at 1860 Eastern Parkway (Block 1436, Lot 6 – **Figure 1**).

This residential development would be pursued in accordance with Zoning for Quality and Affordability (ZQA). Under ZQA, the zoning rules applicable to an R8A district would allow buildings to be constructed to an overall height of 145 feet.

An air quality assessment was conducted per CEQR requirements to evaluate impacts from existing industrial sources on the proposed sensitive receptors, i.e., the proposed residential uses on the projected development sites. It was found that an auto body shop, Cater Brothers Auto located on Block 1435, Lot 36, is located within the 400-foot radius of the proposed development site. An inspection of the auto body shop conducted by NYCDEP indicated that a spray paint booth is operating inside the auto body shop without a permit. Therefore according to the *CEQR Technical Manual*, air quality dispersion modeling was conducted to predict potential concentrations at the proposed sensitive receptor locations from the paint booth operation.

Figure 1: Site Map of Rezoning Area and Auto Body Shop



1860 Eastern Parkway Rezoning

2. METHODOLOGIES AND ASSUMPTIONS

Paint Spray Booth Emission Rate Estimate

Because the paint spray booth does not have an existing permit, the assumptions listed below were used to determine a reasonable worst-case pollutant emission rate per DCP recommendations and methodologies established for generic analysis accepted by DCP.

- Auto body paint spray booths typically operate from four to eight hours per day and 200 to 250 days per year. Four hours per day was used as a conservative assumption for predicting the short-term (one-hour average) emission rate.

- Auto paint composition includes solids and volatile organic compounds (VOCs). A gallon of auto paint could weigh from 6 to 15 pounds (lbs.), depending on the ingredients. In this assessment, an average of a 10-lb weight was used.

- **Table 1** shows the percentages by weight of various VOCs (mostly solvents) found in representative auto spray primers and paints. The percentages were obtained from Material Safety Data Sheets (MSDS) for one representative primer and two representative auto paints by major manufacturers. Some compounds are found in both primer and paint, while others are found only in one or the other. Acetone clearly accounts for the largest percentage of the

emissions (up to 43%), while the remaining compounds account for 1 to 11 percent of the paints and primers. As a conservative measure, the highest percentage shown for the VOCs in Table 1 was used resulting in highest potential emissions of individual pollutants.

- In estimating the $PM_{2.5}$ emission rate, it is assumed that the paint booth would use an average of two quarts of auto paint per day, or 0.50 gallons. Each gallon of paint weighs 10 lbs with 50 percent being solids. Thus, this paint booth consumes 2.5 lbs of solids on a daily basis (0.5 x 10 x .5). All emissions of solids were conservatively assumed to be $PM_{2.5}$. The amount of solids (i.e., $PM_{2.5}$) emitted into the air depends on the transfer efficiency of the paint gun. EPA's *AP-42*, Section 4.2.2.8, discusses evaporation losses for automobile and light duty truck surface coating operations. According to *AP-42*, the average transfer efficiency of solvent borne spray is 40%, which means that 60% of the solids are likely emitted into the air. Although current technology may achieve a higher transfer efficiency of 80% or more with the use of high-pressure paint guns, the value of 40% transfer efficiency was used for this analysis as a conservative assumption. Therefore, 60% percent of solids, or 1.5 lbs. $PM_{2.5}$ per day, are emitted into the air (0.6 x 2.5).

Table 1
Typical Composition of VOC Emissions from Auto Spray Paint Booths

Chemical Name	CAS #	Rust-Oleum Primer	Sherwin William Paints	
			Twilight Blue	Black Sunfire
		Weight % Less Than	% by Weight	% by Weight
1,2,4-Trimethylbenzene	95-63-6			
Acetone*	67-64-1	10	42	43
Aliphatic Hydrocarbon	64742-89-8	10		
Aromatic Petroleum distillates	64742-94-5	5		
Butane	106-97-8		10	11
Ethanol	64-17-5		1	2
Ethyl 3-Ethoxyproprioanate	763-69-9		9	9
Ethylbenzene	100-41-4	5		
Methyl Ethyl Ketone	78-93-3		8	7
N-Butyl Acetate	123-86-4	5		
Propane	74-98-6		10	11
Stoddard Solvents	8052-41-3	10		
Toluene	108-88-3	10	9	8
Xylene	1330-20-7	10		

Paint Spray Booth Source Physical Parameters

Based on the site visit and information obtained from existing DEP permits for similar paint spray booths, the following physical parameters and assumptions were used in the analysis:

- Number of stacks: two (see Figure 1) with the same physical parameters.
- Stack diameter: one foot.
- Stack height: 19 feet above ground and 6 feet above rooftop.
- Exit temperature: 75°F (297°K).
- Exit velocity: 53 ft/s.

Figure 2: View from Pacific Street



Dispersion Modeling

The VOCs and $PM_{2.5}$ concentrations as a result of the paint booth operation with the above emission rates and source parameters were predicted using the EPA AERMOD dispersion model in association with the most recent five-year meteorological data collected at John F. Kennedy Airport. These concentrations were predicted at sensitive receptors located within the proposed rezoning area including both projected sites. The NYSDEC Annual Guideline Concentration (AGC) and Short-term Guideline Concentration (SGC) for toxic pollutants were used as the guideline concentrations to determine potential impact significance on below proposed sensitive development sites as a result of existing source emissions:

- Projected Site (Block 1436, Lot 6);
- Projected Site 2 (Block 1435, Lot 40, 42, and 43).

Two modeling analysis scenarios were defined in this analysis:

- No building downwash is considered;
- Building downwash is considered for both Projected Sites.

3. RESULTS

Tables 3 and **4** present the maximum predicted impacts at the projected development sites predicted under several conservative assumptions as described above. As shown in Table 3, for Projected Development Site, no significant adverse air quality impacts from the paint spray booth operation would occur. However, as summarized in Table 4, exceedances of $PM_{2.5}$ SGC were predicted at Projected Site 2.

TABLE 3
Maximum Predicted Impacts on Projected Sites from Industrial Sources

Pollutant	Chemical Abstracts Service (CAS) Number	AERMOD Model Short-Term Impact (µg/m3)	SGC (µg/m3)	AERMOD Model Annual Impact (µg/m3)	AGC (µg/m3)
Acetone	00067-64-1	71.74	180,000	0.25	30,000
Aliphatic Hydrocarbons	64742-89-8	---	---	0.06	3,200
Aromatic Petroleum Distillates	64742-94-5	---	---	0.03	100
Butane	00106-97-8	8.34	238,000	---	---
Ethanol	00064-17-5	---	---	0.06	45,000
Ethyl 3-Ethoxyproprioanate	00763-69-9	3.34	140	0.01	64
Ethylbenzene	00100-41-4	---	---	0.05	1,000
Methyl Ethyl Ketone	00078-93-3	8.34	13,000	0.03	5,000
N-Butyl Acetate	00123-86-4	8.34	95,000	0.03	17,000
Propane	00074-98-6	---	---	0.17	43,000
Stoddard Solvents	08052-41-3	---	---	0.05	900
Toluene	00108-88-3	16.68	37,000	0.06	5,000
Xylene	01330-20-7	18.35	22,000	0.06	100
Particulates[(1)]	NY075-02-5	14.3	88	0.05	12

Notes:
[(1)]Assumes 28.6% of all particulate emissions would be $PM_{2.5}$, according to AP-42 Appendix B1-12. SGC and AGC from Particulate (PM-2.5) used.

TABLE 4
Maximum Predicted Impacts on Potential Sites from Industrial Sources

Pollutant	Chemical Abstracts Service (CAS) Number	AERMOD Model Short-Term Impact ($\mu g/m^3$)	SGC ($\mu g/m^3$)	AERMOD Model Annual Impact ($\mu g/m^3$)	AGC ($\mu g/m^3$)
Acetone	00067-64-1	2002.3	180,000	31.36	30,000
Aliphatic Hydrocarbons	64742-89-8	---	---	7.29	3,200
Aromatic Petroleum Distillates	64742-94-5	---	---	3.65	100
Butane	00106-97-8	232.8	238,000	---	---
Ethanol	00064-17-5	---	---	8.02	45,000
Ethyl 3-Ethoxyproprioanate	00763-69-9	93.1	140	1.46	64
Ethylbenzene	00100-41-4	---	---	6.56	1,000
Methyl Ethyl Ketone	00078-93-3	232.8	13,000	3.65	5,000
N-Butyl Acetate	00123-86-4	232.8	95,000	3.65	17,000
Propane	00074-98-6	---	---	21.88	43,000
Stoddard Solvents	08052-41-3	---	---	5.83	900
Toluene	00108-88-3	465.7	37,000	7.29	5,000
Xylene	01330-20-7	512.2	22,000	8.02	100
Particulates[(1)]	NY075-02-5	**399.5**	88	6.26	12

Notes:
[(1)] Assumes 28.6% of all particulate emissions would be $PM_{2.5}$, according to AP-42 Appendix B1-12. SGC and AGC from Particulate (PM-2.5) used.

Tables 5 presents the maximum predicted impacts of Particulates at different heights on the projected development site predicted under several conservative assumptions as described above. As summarized in Table 5, exceedances of $PM_{2.5}$ SGC were predicted at the Projected Development Site 2 below the height of 66 feet. Therefore, restrictions are recommended for Projected Site 2.

Table 5
Maximum Predicted Impacts of Particulates on Projected Development Site 2 at Different Heights

Level	Height (ft)	AERMOD Modeled Short-Term Impact ($\mu g/m^3$)	Particulates SGC ($\mu g/m3$)
1	6	17.8	88
2	16	29.6	
3	26	**399.5**	
4	36	**255.8**	
5	46	**246.9**	
6	56	**122.4**	
7	66	64.2	
8	76	37.8	
9	86	22.3	
10	96	15.0	
11	106	10.1	
12	116	9.7	
13	126	9.4	
14	136	9.2	

4. CONCLUSION

This analysis found that the Projected Development Site 2 could receive an adverse air quality impact from the non-permitted auto body shop. To avoid any potential impact associated with the auto body shop, an (E) designation will be assigned for air quality on the Projected Development Site 2 (Block 1435, Lots 40, 42 and 43). The text of the (E) designation is as follows:

> *In order to ensure there will be no potential adverse air quality impacts, if auto painting continues at the adjacent auto shop (Block 1435, Lot 36), all windows on Block 1435, Lot 40, 42, and 43, up to a height of 66 feet above local grade must be inoperable.*

Appendix D- New York City Dept. of Environmental Protection Correspondence

NYC Environmental Protection

Vincent Sapienza, P.E.
Acting Commissioner

Angela Licata
Deputy Commissioner of Sustainability

59-17 Junction Blvd.
Flushing, NY 11373

Tel. (718) 595-4398
Fax (718) 595-4479
alicata@dep.nyc.gov

September 27, 2016

Ms. Annabelle Meunier
New York City Department of City Planning
120 Broadway
New York, New York 10271

Re: 1860 Eastern Parkway Rezoning
Block 1436, Lot 6 and p/o 11 and
Block 1435, Lots 40, 42, 43 and p/o Lot 36
CEQR # 77DCP371K
Brooklyn, New York

Dear Ms. Meunier:

The New York City Department of Environmental Protection, Bureau of Sustainability (DEP) has reviewed the August 2016 Environmental Assessment Statement (EAS) prepared by AECOM, the November 2015 Phase I Environmental Site Assessment Report (Phase I) prepared by Impact Environmental and September 2016 Limited Soil Vapor Investigation Work Plan and Health and Safety Plan (HASP) prepared by AECOM on behalf of Ridgewood Bushwick Senior Citizen's Council (applicant for re-development of applicant control site, Block 1436, Lot 6). It is our understanding that the applicant is seeking a zoning map amendment to rezone portions of Brooklyn Blocks 1435 and 1436 from an R6 & R6/C2-3 to R8A/C2-4 affecting multiple lots (Block 1436 Lots 6, p/o 11; Block 1435 Lots 31, 34, 35, 36, 40, 42, 43) to facilitate construction of a 9-story residential and community facility on Block 1436, Lot 6 (applicant control site). It should be noted that the applicant is also seeking a zoning text amendment to ZR Appendix F: Inclusionary Housing Designated Areas as a Mandatory Inclusionary Housing ("MIH") Area. The proposed actions would rebuild the existing one-story house of worship located on the site, which consist of approximately 10,554 zoning square feet of floor area occupied by True Holy Church. The rezoning area is located on the southern side of Atlantic Avenue, along both side of Eastern Parkway in the Ocean Hill-Brownsville neighborhood of Brooklyn, Community District 16.

The November 2015 Phase I report revealed that historical on-site and surrounding area land uses consisted of mixed 9-story, 8-story, 4-story, 3-story residential and commercial and manufacturing uses including buildings, Dry Cleaner, paint facility, manufacturing buildings, woodworking facility, Lessar Nathan Clothing Manufacturer, Jean Dress Company, J&V Sportswear Company, Type Rite ribbon manufacturing, A&A Quality Fruit & Vegetables, Mannarino B Cigars, Plastiglazed Fabrics Inc., La Casa Restaurant, True Holiness Church, sandpaper manufacturing, etc. It should be noted that based on

the historic uses in the area buildings like clothing and ribbon manufacturing, potential sources of contamination may have resulted from undocumented underground storage tanks (USTs) and aboveground storage tanks (ASTs) and from discharge, leakage or spillage of various chemicals solvents, petroleum based products and potentially toxic dyes to floors, trench/floor drains, sumps and leaching pools associated with former industrial operations. Two 550-gallon gasoline USTs were discovered with associated contaminated soil and groundwater within 360 feet of the site. The New York State Department of Environmental Conservation (NYSDEC) Spills database identified 39 Spills within ¼ mile radius of the site; 22 spills are listed as having occurred between ¼ to 1/8th mile radius of the site and 17 spills are listed as having occurred within 1/8th mile radius of the site. It should be noted that one Petroleum Bulk Storage (PBS) site is listed to be contiguous with the site and five Solid Waste Management Facility sites are located within a ½ mile radius of the property.

The September 2016 Work Plan proposes to conduct sub-slab soil vapor, indoor air, and outdoor air sample analysis. Five sub-slab soil vapor samples will be collected from two inches below the slab, five indoor air samples at four to six feet above the floor slab from the same locations as the sub-slab samples and two outdoor air samples will be collected from the breathing zone at four to six feet above ground surface. All air samples will be collected and analyzed for volatile organic compounds (VOCs) by United States Environmental Protection Agency Method TO-15.

Based upon our review of the submitted documentation, we have the following comments and recommendations to DCP:

Site not under applicant control (Block 1435 Lots 40, 42, 43 and p/o Lot 36 and Block 1436, p/o 11.

- Based on prior on-site and/or surrounding area land uses which could result in environmental contamination, DEP recommends that an "E" designation for hazardous materials should be placed on the zoning map pursuant to Section 11-15 of the New York City Zoning Resolution for the subject properties. The "E" designation will ensure that testing and mitigation will be provided as necessary before any future development and/or soil disturbance.

Applicant control site: 1860 Eastern Parkway Block 1436, Lot 6.

- DCP should instruct the applicant that soil and groundwater sampling should also be conducted during the Phase II Investigation. A revised Phase II Investigative Protocol/Work Plan summarizing the proposed drilling, soil, groundwater, and soil vapor sampling activities should be submitted to DEP for review and approval. The Work Plan should include blueprints and/or site plans displaying the current surface grade and sub-grade elevations and a site map depicting the proposed soil boring locations and soil vapor sampling locations. Soil and groundwater samples should be collected and analyzed by a New York State Department of Health (NYSDOH) Environmental Laboratory Approval Program (ELAP) certified laboratory for the presence of volatile organic compounds (VOCs) by United States Environmental Protection Agency (EPA) Method 8260, semi-volatile organic compounds by EPA Method 8270, pesticides by EPA Method 8081,

polychlorinated biphenyls by EPA Method 8082, and Target Analyte List metals (filtered and unfiltered for groundwater samples). The soil vapor sampling should be conducted in accordance with NYSDOH's October 2006 Guidance for Evaluating Soil Vapor Intrusion in the State of New York. The soil vapor samples should be collected and analyzed by a NYSDOH ELAP certified laboratory for the presence of VOCs by EPA Method TO-15. An Investigative Health and Safety Plan (HASP) should also be submitted to DEP for review and approval.

- DCP should instruct the applicant that a revised Phase II Work Plan and HASP should be submitted to DEP for review and approval prior to the start of any fieldwork.

Future correspondence and submittals related to this project should include the following CEQR number **77DCP371K**. If you have any questions, you may contact Mohammad Khaja-Moinuddin at (718) 595-4445.

Sincerely,

Maurice S. Winter
Deputy Director, Site Assessment

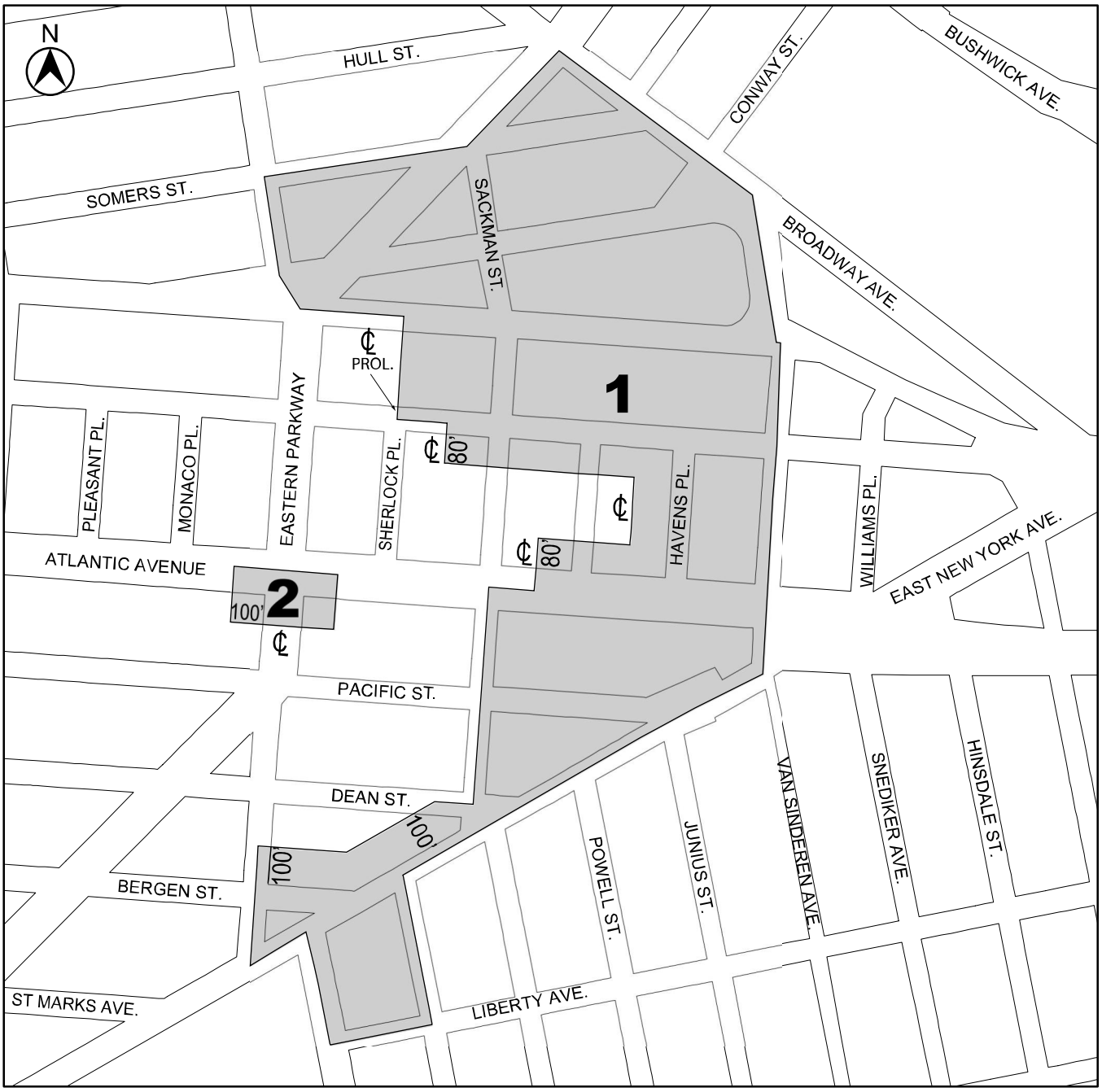
c: E. Mahoney
M. Winter
W. Yu
T. Estesen
M. Wimbish
R. Dobruskin - DCP
O. Abinader - DCP
File

Appendix E- MIH Text Amendment Map

Brooklyn Community District 16

In the R6A, R6B, R7A, ~~and~~ R7D and R8A Districts within the areas shown on the following Map 1:

Map 1 - [date of adoption]



Mandatory Inclusionary Housing Program Area *see Section 23-154(d)(3)*

Area **1** — 4/20/16 MIH Program Option 1 and Deep Affordability Option

Area **2** — [date of adoption] MIH Program Option 1 and Option 2

Portion of Community District 16, Brooklyn

November, 2016

About AECOM
AECOM (NYSE: ACM) is a global provider of professional technical and management support services to a broad range of markets, including transportation, facilities, environmental and energy. With approximately 95,000 employees around the world, AECOM is a leader in all of the key markets that it serves. AECOM provides a blend of global reach, local knowledge, innovation, and technical excellence in delivering solutions that enhance and sustain the world's built, natural, and social environments.

AECOM
125 Broad Street
New York, NY 10004
T 212.377.8400
F 212.377.8410
www.aecom.com