8.0 Urban Design and Visual Resources

Introduction

This chapter assesses the Proposed Actions' potential effects on urban design and visual resources. Per the 2021 *CEQR Technical Manual*, urban design is defined as the totality of elements that shape and may affect a pedestrian's experience of public space. The practice of urban design focuses on people and their relationship to the buildings and the parks, the streets and the waterfronts, the plazas and the natural areas around them. These features can be further described as characteristics of the public realm that shape and influence how we live, learn, work, exercise, play, socialize, walk, get around, or simply rest. A visual resource is defined as the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues, or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, or natural resources. In an urban design assessment pursuant to CEQR, one considers whether and how a project may change the experience of a pedestrian, focusing on the components of the project that may have the potential to significantly and adversely alter the arrangement, appearance, and functionality of the built and natural environment.

As described in **Chapter 1, Project Description**, the Atlantic Avenue Mixed-Use Plan (AAMUP) proposal consists of a series of land use actions (collectively, the Proposed Actions) intended to facilitate the implementation of a multi-year planning process conducted along Atlantic Avenue and neighboring blocks in northwestern Crown Heights, southern Fort Greene and Bedford-Stuyvesant, and northern Prospect Heights in partnership with elected officials, City agencies, community boards, and local stakeholders. The Proposed Actions are intended to reinvigorate portions of the 120-foot-wide Atlantic Avenue thoroughfare and surrounding blocks. They aim to help mitigate the regional housing crisis by allowing development of new housing, including affordable housing, and facilitating economic opportunity and growth of local services and jobs in an area that has excellent public transit access and is near the employment hubs of Downtown Brooklyn and Lower Manhattan. The directly affected area (or Project Area) comprises an approximately 21-block area primarily along Atlantic Avenue in Brooklyn Community Districts (CDs) 3, and 8, and is generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south. In addition to the Project

Area, the Project Area includes two, separate, non-contiguous areas on portions of two blocks bounded by:

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

- Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west, and Marcy Avenue to the east

In response to the comments received on the Draft Scope of Work, two additional development sites (Projected Development Sites 53 and 55) have been included in environmental analysis to account for development that could be facilitated by future discretionary actions not subject to the current ULURP application associated with the Proposed Actions. These two separate, non-contiguous sites in CD2 and 8 are on a portion of two blocks bounded by:

- Fulton Street to the north, Atlantic Avenue to the south, Carlton Avenue to the west, and Clermont Avenue to the east

- Prospect Place to the north, Park Place to the south, New York Avenue to the west, and Brooklyn Avenue to the east.

The Proposed Actions include discretionary land use approvals that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and the CEQR process. The discretionary approvals are summarized below.

- ***Zoning Map Amendments***

    - Rezone all or portions of existing M1-1, C6-3A, M1-4/R7A, R7A/C2-4, R7D/C2-4, C6-2A, R6B, R7-2, and R6A districts to R7A, R7D, C6-3A, M1-1A/R6B, M1-3A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, C4-5D, , R7-2, and M1-3A districts and C2-4 commercial overlays.

- **Zoning Text Amendments**

    - Establish the Special Atlantic Avenue Mixed-Use District largely coterminous with the proposed rezoning area. The proposed zoning special district would include modifications to underlying use, bulk, parking and loading, and streetscape regulations. The proposed special district would also include requirements and incentives related to active ground-floor uses, job-generating uses, and would establish controls for building articulation and streetscape improvements along key corridors.

    - Modify Appendix F of the Zoning Resolution (ZR) to apply Mandatory Inclusionary Housing (MIH) to the proposed R7A, R7-2, R7D, C6-3A, M1-1A/R6B, M1-3A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, and C4-5D zoning districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created.

- **Designation of an Urban Development Action Area (UDAA), Urban Renewal Area Amendment, Urban Development Action Area Project (UDAAP), and Disposition of City-Owned Properties**

    - Designation of an UDAA, project approval of an UDAAP, and disposition of the City-owned property for two parcels owned and managed by the New York City Department of Housing Preservation and Development (HPD) on Block 1136 (Lots 29, 32, 33, 34, and 35) and Block 1143 (Lot 25). HPD seeks to designate a UDAAP for the purpose of disposition and development of affordable housing for older adults and families, as well as to provide on-site services and amenities for residents and other community facility uses.
    - Acquisition, and disposition actions related to the property for Block 1205, Lots 11, 14, and 111;Aquisition and disposition of City-owned property at Block 1126, Lot 32; Acquisition of City-owned property at Block 1143, Lot 25, and disposition of City-owned property at Block 1844, Lot 1.
    - In addition to these land use actions, potential Article XI disposition and tax exemption, and HPD financing for one or more sites to facilitate the development of affordable housing.

The Proposed Actions seek to facilitate vibrant, inclusive mixed-use neighborhoods with a wide variety of local retail options, job opportunities, and attractive streets that are safe and inviting for residents, workers, and visitors.

Principal Conclusions

A detailed analysis was conducted based on the methodology set forth in the *CEQR Technical Manual* and determined that the Proposed Actions would not have a significant adverse impact related to urban design or visual resources.

The Proposed Actions would facilitate development that is not currently permitted as-of-right in the Project Area, which would create a notable change in the urban design character of the area. Compared to the future without the Proposed Actions, the visual appearance, and thus the pedestrian experience, in the vicinity of the Project Area would change considerably. However, this change would not constitute a significant adverse urban design impact because it would not negatively affect pedestrians' experience of the area. Rather, development facilitated by the Proposed Actions is expected to positively affect the urban design of the area, improving the pedestrian experience in and surrounding the Project Area.

The zoning changes would provide for sufficient flexibility and variety for building envelopes that account for the longer block ends of Atlantic Avenue and surrounding mid-block conditions with appropriate transitions to medium density blocks. The Proposed Actions would facilitate the construction of active ground-floor (and occasional upper-floors) uses in the Project Area, including retail and community facility spaces, residential and office lobbies, and light industrial uses, reactivating the corridors of the area. The Proposed Actions would result in a more walkable,

safe, and enjoyable experience for pedestrians in the Project Area through the incorporation of special regulations along Atlantic Avenue promoting enhanced pedestrian orientated conditions, varied building setbacks and articulation, and street frontages with glazing and transparency requirements stitching together the surrounding neighborhoods.

The Proposed Actions would establish the Special Atlantic Avenue Mixed Use District, which would promote the growth of housing and employment opportunities around local and regional transit and foster an adequate range of services and amenities for residents, workers, and visitors. The Proposed Actions would support a mix of residential, commercial, community facility, and light industrial uses and ensure a lively and attractive streetscape along Atlantic Avenue and other major corridors.

As described further in **Chapter 2, Land Use, Zoning, and Public Policy**, the Proposed Actions would generate land uses that would be compatible with the existing zoning and land uses of the 0.25-mile secondary study area surrounding the Project Area. The Proposed Actions would result in development that would create continuous streetscapes for pedestrians along the corridors of the Project Area, replacing underutilized properties with active lower-level spaces, activating the surrounding streetscapes and improving the pedestrian experience. The new land uses generated by the Proposed Actions would support and connect the existing residential populations of adjacent neighborhoods in the secondary study area.

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

Although the Proposed Actions would not result in any new development in the secondary study area, many of the projected and potential development sites located at or near the edges of the Project Area would be visible from certain sections of the secondary study area. However, the Proposed Actions would orient density in a manner that directs the highest density along Atlantic Avenue, a 120-foot-wide thoroughfare, while medium density zoning districts would be mapped on portions beyond 100 feet of Atlantic Avenue based on the established narrower widths of street and mid-block, side street conditions of the surrounding area. The With-Action developments would introduce residential, commercial, and community facility uses to the Project Area, drawing pedestrians to the area and enlivening the public realm in the Project Area and its immediate vicinity. The anticipated new development would contain a mix of active ground-floor spaces, which would be visible when looking towards the Project Area from many secondary study area streets in proximity.

As such, while the Proposed Actions would result in a notable change in the urban design of the Project Area and would alter some views of the neighborhood from the secondary study area, these changes would not be significant or adverse, but rather, are expected to vastly improve the pedestrian experience within and surrounding the area.

Methodology

In general, an assessment of urban design is needed when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. These elements, the totality of which define the concept of urban design, are described below:

- Streets. For many neighborhoods, streets or rights-of-way are the primary component of public space. The dimensions, arrangement, and orientation of streets create the blocks on which buildings and open spaces are organized, set street views, and define the experience and flow of activity in an area. The apportionment of street space between cars, bicycles, transit, and sidewalks and the careful design of street furniture, grade, materials used, and permanent fixtures, including buildings, streetlights, fire hydrants, curb cuts, or any other furniture, are critical in creating a successful streetscape.

- Buildings. Buildings and streets together form the backdrop for public space and activity. A building's streetwall forms the most common backdrop in the City for public space. A building's size, shape, orientation, height, setbacks, lot coverage, density, placement, and use on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. Furthermore, building facades, accessible spaces, or rooftops also make up the public realms that enrich the visual and experiential character of an area.

- Open Space. For the purpose of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots, playgrounds community gardens, plazas, and privately owned public spaces.

- Natural Features. Natural features include vegetation (e.g., trees, shrubs, grasses), geologic, topographic, and aquatic features. Rock outcroppings, steep slopes, or varied ground elevation, beaches, or wetlands may help define the overall character of an area.

- Visual Resources. A visual resource is the connection from the public realm to significant natural or built features, including, but not limited to, views of the waterfront, public parks, public art, statues, or sculptures, landmark structures or districts, otherwise distinct buildings or groups of buildings that may be iconic or historic, and natural resources.

- Wind. Channelized wind pressure from between tall buildings and "down-washed" wind pressure from parallel tall buildings may cause winds that can affect pedestrian comfort and safety. "Down-washed" wind is wind that is propelled downward by an intervening structure, such as a high-rise building, that causes high wind speeds at the street level.

As detailed above, the Proposed Actions would permit development that would be constructed outside existing zoning envelopes and, therefore, result in physical changes that exceed the bulk and form that is currently permitted as-of-right in the Project Area. Consequently, the Proposed Actions would have the potential to change pedestrians' experience of public space, and so an urban design and visual resources assessment is warranted. Specifically, as described later in

this chapter, the Proposed Actions are assessed to determine whether and how they may affect urban design through alteration of streets, buildings, and open space, and the Proposed Actions are also assessed to determine how they may affect visual resources.

A pedestrian wind condition analysis is not warranted for the Proposed Actions. The Project Area is located in an inland part of Brooklyn that is not exposed to high wind conditions. Prevailing winds, including any wind effect related to surrounding waterways, is attenuated by the built environment that separates the Project Area from these waterways; this condition would not change in the futures without or with the Proposed Actions. Therefore, the Proposed Actions would not be expected to change the general pattern of air circulation at the pedestrian level in the vicinity of the Project Area. As such, development facilitated by the Proposed Actions would have little to no potential to create new pedestrian wind effects that may affect pedestrian safety due to wind channelization or downwash, and further assessment is not warranted.

Per *CEQR Technical Manual* guidance, a preliminary assessment of urban design and visual resources should be conducted in accordance with the checklist provided in Chapter 10, Section 320 of the *CEQR Technical Manual*. The checklist forms a "snapshot" of the project and provides the appropriate information to help determine whether a potential for significant adverse impacts exists and, consequently, whether further analysis is warranted. If a preliminary assessment determines that a change to the pedestrian experience is minimal and unlikely to disturb the vitality, the walkability, or the visual character of the area, then no further assessment is warranted.

Detailed analyses are generally appropriate for area-wide rezonings, general large-scale developments, or projects that would result in substantial changes to a historic district or buildings. Examples may include projects that have the potential to obstruct view corridors, complete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. As the Proposed Actions involve an area-wide rezoning, a detailed analysis of urban design and visual resources is warranted and provided below.

Study Areas

The study areas for the assessment of urban design and visual resources correspond to the areas where the Proposed Actions may influence land use patterns and the built environment and are consistent with those used in the land use analysis of **Chapter 2, Land Use, Zoning, and Public Policy**. For visual resources, the view corridors within the study areas from which such resources are publicly viewable have been identified. The urban design analysis considers both a primary study area, which is coterminous with the boundaries of the Project Area, and a secondary study area, which encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Actions. As illustrated in **Figure 8-1a**, the secondary study area extends to include lots within an approximate 0.25-mile boundary of the Project Area and is generally bound by 4th Avenue to the west; Greene Avenue and Monroe Street to the north; Tompkins Avenue and Virginia Place to the east; and Eastern Parkway, Sterling Place, and St. John's Place to the south. The assessment of urban design and visual resources is discussed by neighborhood subarea

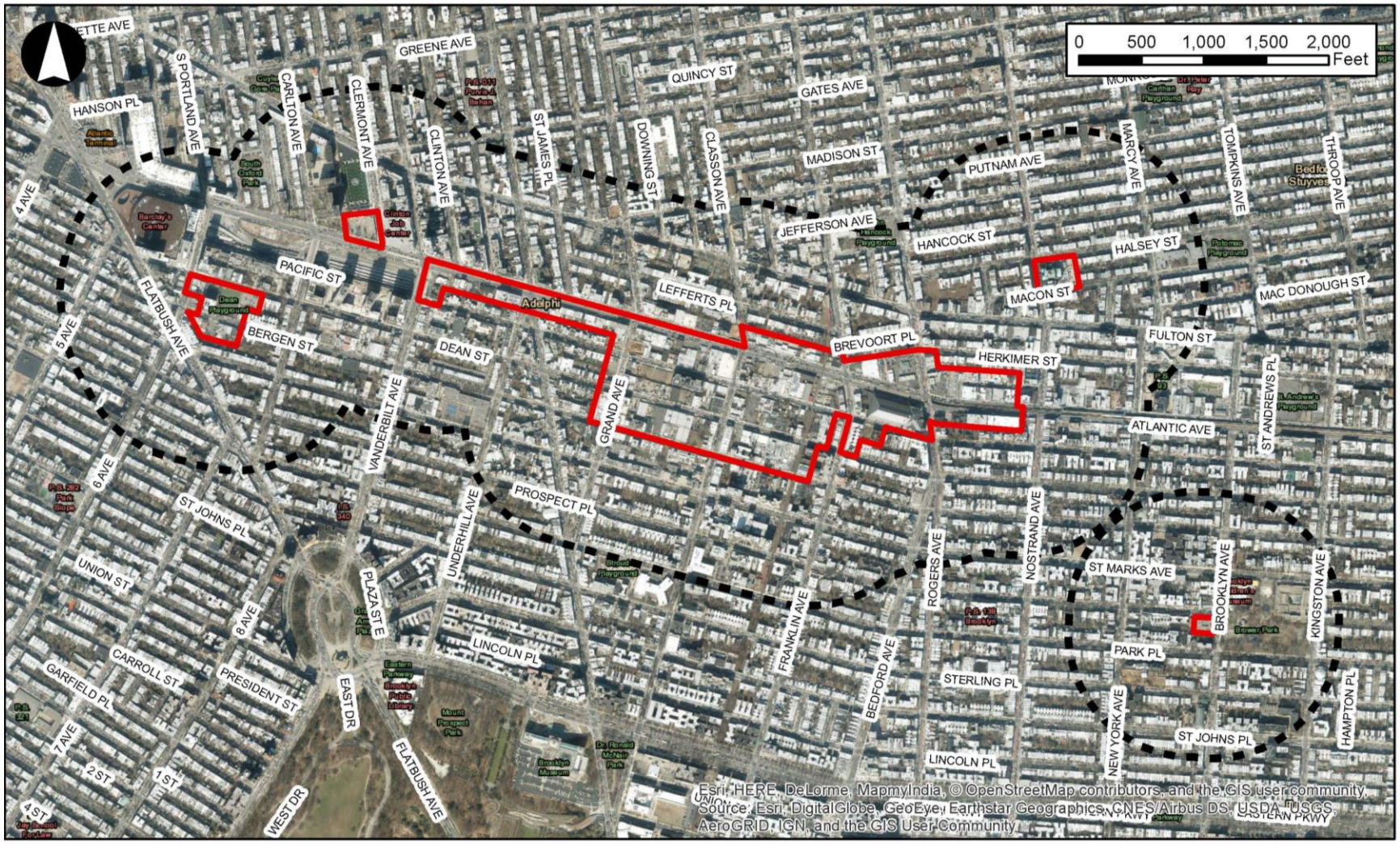
and covers parts of six Central Brooklyn neighborhoods, including Fort Greene, Clinton Hill, Bedford-Stuyvesant, Park Slope, Prospect Heights, and Crown Heights (see **Figure 8-1b**).

As shown in **Figure 8-1b**, the secondary study area comprises several neighborhoods with largely standard street grids extending outward from the Atlantic Avenue corridor with east-west streets intersecting north-south avenues to create principally rectangular block forms. To the north of Atlantic Avenue in the secondary study area are portions of Fort Greene, Clinton Hill, and Bedford-Stuyvesant; to the south are Park Slope, Prospect Heights, and Crown Heights.

A small section of the Fort Greene neighborhood is located in the 0.25-mile secondary study area north of Atlantic Avenue and west of Vanderbilt Avenue. The topography of the subarea is generally flat. Although the majority of the larger Fort Greene neighborhood has a standard street grid, the blocks in the secondary study area are somewhat unique due to large residential and commercial developments, detailed below.

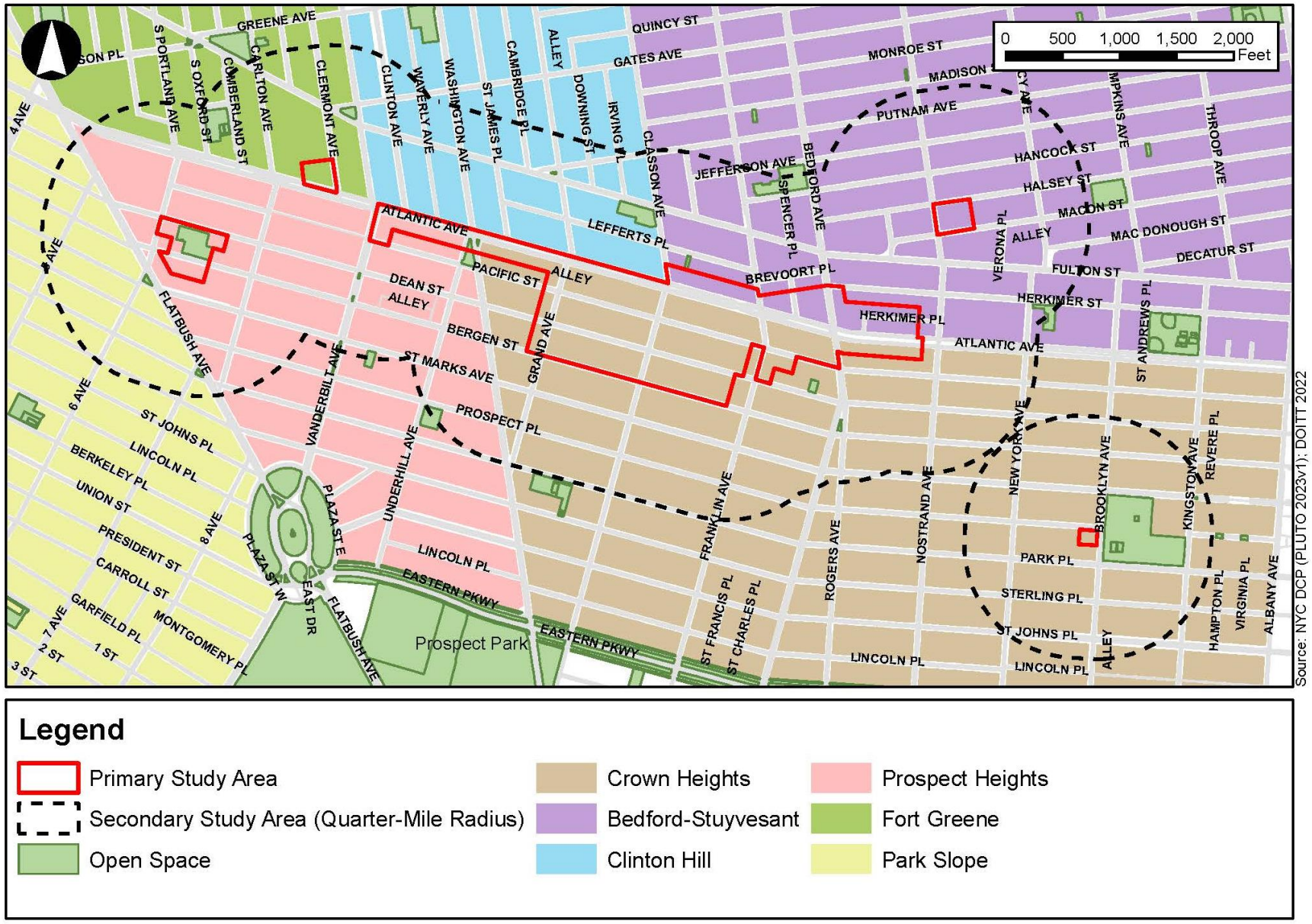
Existing Conditions

This section discusses existing urban design components and visual resources in the primary and secondary study areas. The assessment focuses on streets, buildings, open space, natural resources, and visual resources. The visual resources assessment considers important views of landmark structures and other distinct buildings within, or viewable from the study areas that may be obstructed due to buildings or structures developed as a result of the Proposed Actions. **Figures 8-2** and **8-3** provide photos of existing conditions in the primary and secondary study areas, respectively. **Figure 8-4** illustrates existing built densities in the study areas, and **Figure 8-5** shows existing building heights in the study areas.



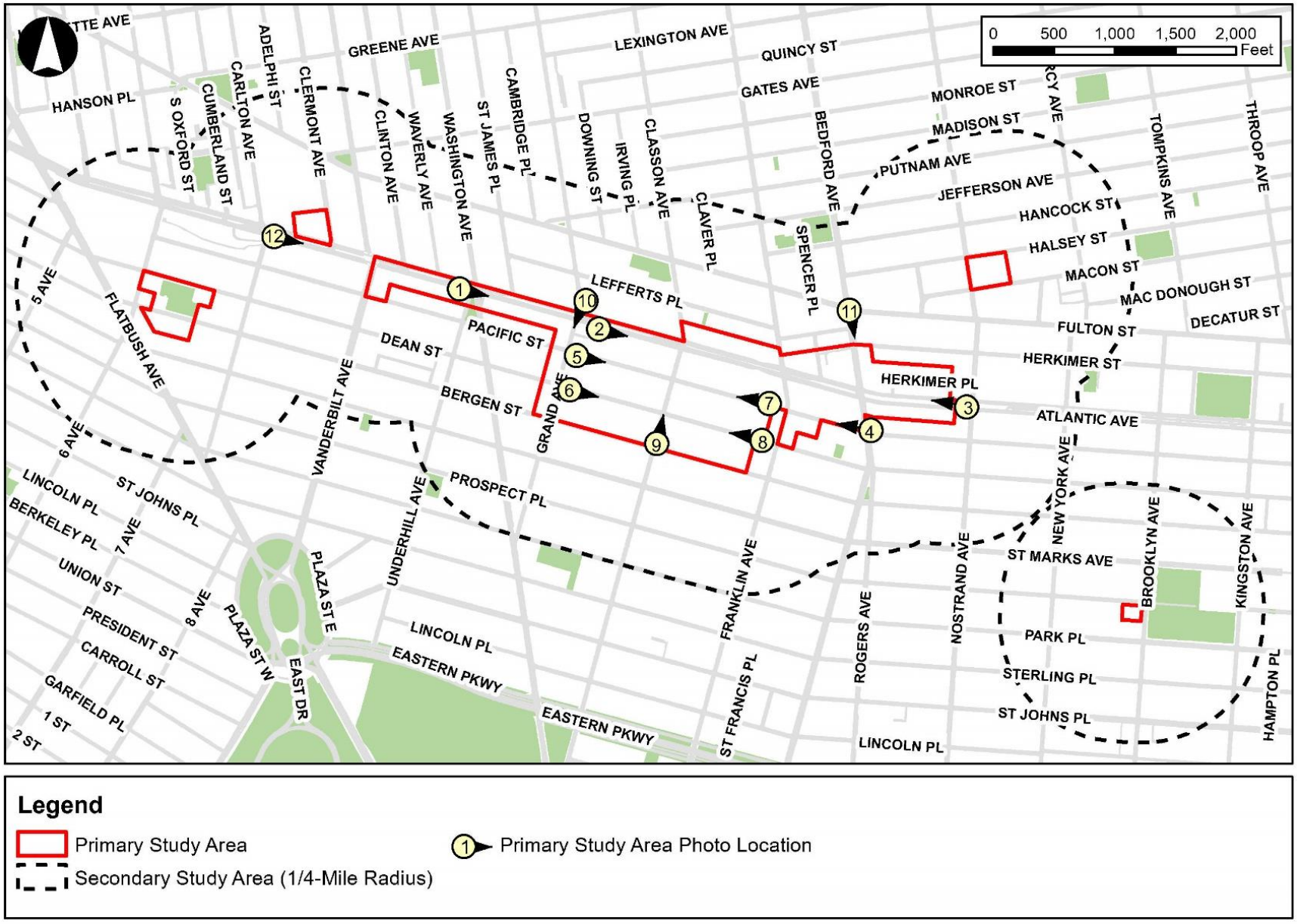
Atlantic Avenue Mixed-Use Plan

Figure 8-1a
Aerial Map



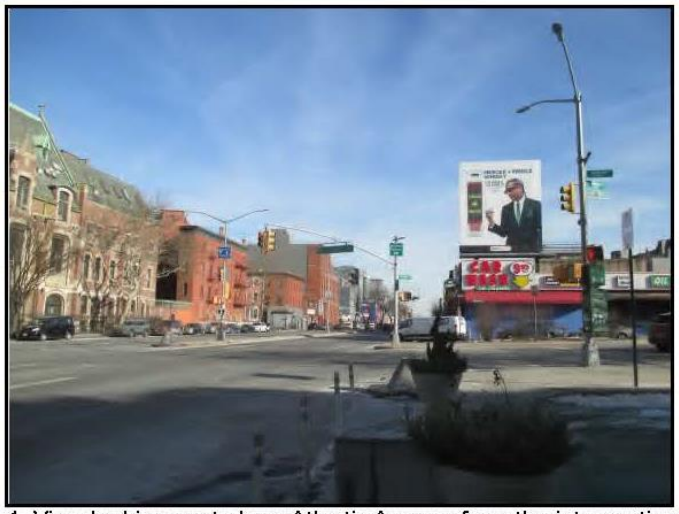
Atlantic Avenue Mixed-Use Plan

Figure 8 -1b
Urban Design and Visual Resources Neighborhood Subareas



Atlantic Avenue Mixed-Use Plan

Figure 8-2a
Photo Indicator Map



1. View looking east along Atlantic Avenue from the intersection of Washington and Underhill Avenues.



2. View looking east along Atlantic Avenue from the intersection of Grand Avenue.



3. View looking west along Atlantic Avenue from west of Nostrand Avenue.



4. View looking west along Pacific Street from west of Bedford Avenue.

Atlantic Avenue Mixed-Use Plan

Figure 8-2b
Primary Study Area Existing Photos



5. View looking east along Pacific Street from the intersection of Grand Avenue.



6. View looking east along Dean Street from the intersection of Grand Avenue.



7. View looking west along Pacific Street from west of Franklin Avenue.



8. View looking west along Dean Street from west of Franklin Avenue.

Atlantic Avenue Mixed-Use Plan

Figure 8-2c
Primary Study Area Existing Photos



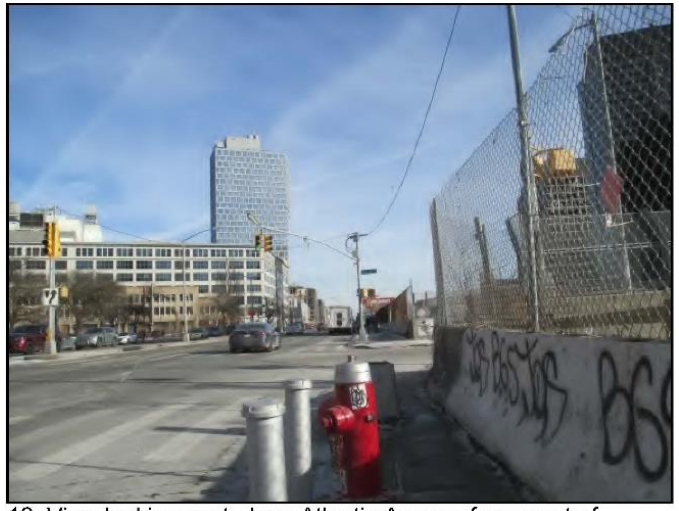
9. View looking north along Classon Avenue from Bergen Street.



10. View looking south along Grand Avenue north of Atlantic Avenue.



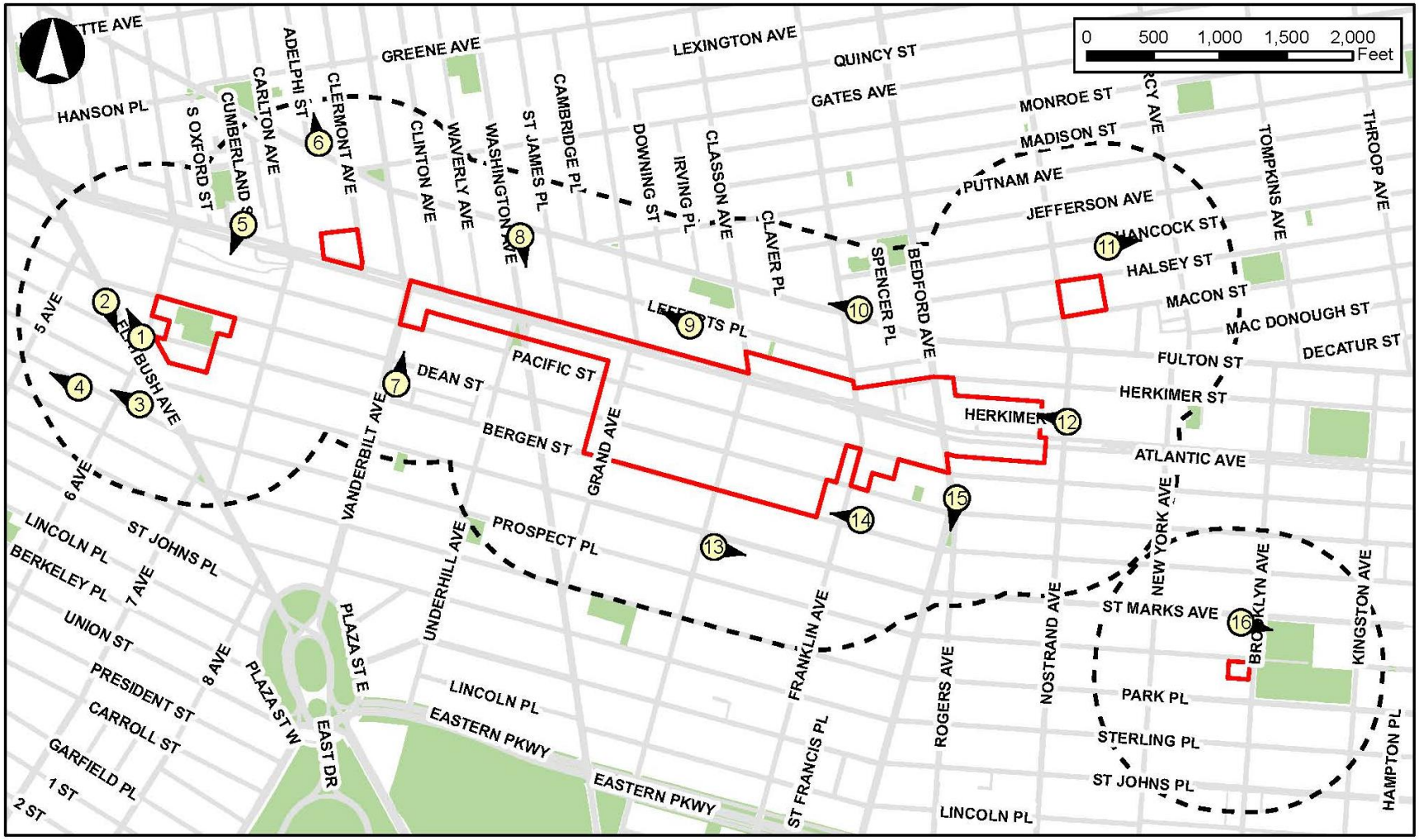
11. View looking south along Nostrand Avenue from the intersection of Fulton Street.



12. View looking east along Atlantic Avenue from west of Carlton Avenue.

Atlantic Avenue Mixed-Use Plan

Figure 8-2d
Primary Study Area Existing Photos



Atlantic Avenue Mixed-Use Plan

Figure 8-3a
Photo Indicator Map



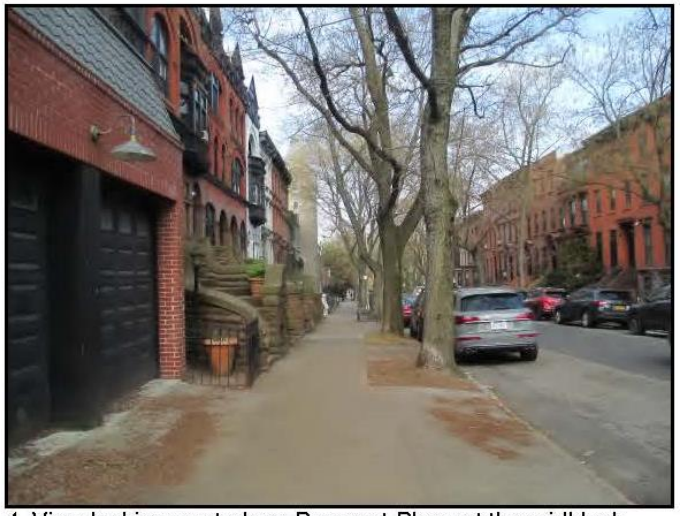
1. View looking north along Flatbush Avenue from the intersection of Flatbush Avenue and Bergen Street.



2. View looking south along Flatbush Avenue at the midblock between Bergen Street and Dean Street.



3. View looking west along Prospect Placeat the intersection of Prospect Place and 6th Avenue.



4. View looking west along Prospect Place at the midblock between 5th Avenue and 6th Avenue.



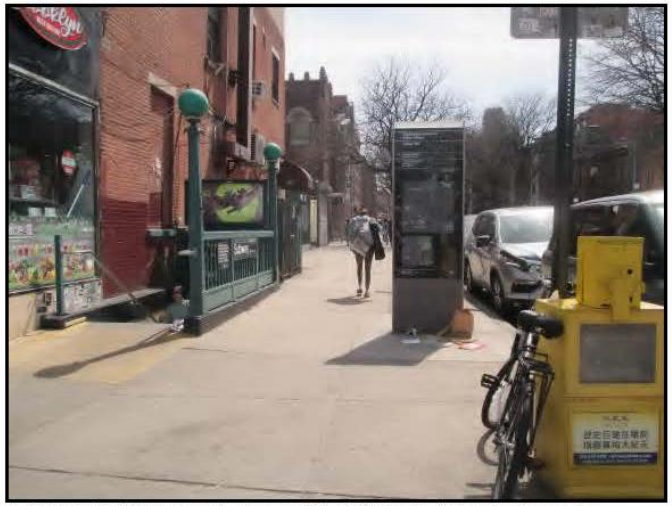
5. View looking south at the intersection of Cumberland Street and Atlantic Avenue.



6. View looking north along Adelphi Street from the intersection of Adelphi Street and Fulton Street.



7. View looking north along Vanderbilt Avenue at the midblock between Dean Street and Bergen Street.



8. View looking south along Washington Avenue from the intersection of Washington Avenue and Fulton Street.

Atlantic Avenue Mixed-Use Plan

Figure 8-3c
Secondary Study Area Existing Photos



9. View looking west along Lefferts Place at the midblock between Grand Avenue and Classon Avenue.



10. View looking west along Fulton Street from the intersection of Fulton Street and Franklin Avenue.



11. View looking east along Hancock Street at the midblock between Nostrand Avenue and Marcy Avenue.



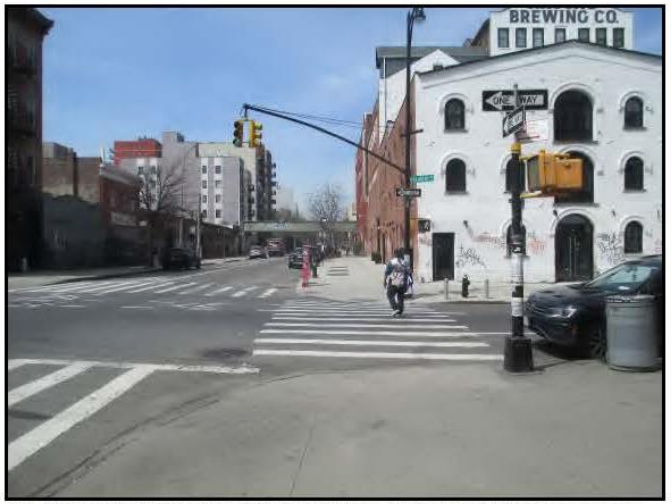
12. View looking west along Herkimer Place from the intersection of Herkimer Place and Nostrand Avenue.

Atlantic Avenue Mixed-Use Plan

Figure 8-3d
Secondary Study Area Existing Photos



13. View looking east along St. Marks Avenue from the intersection of St. Marks Avenue and Classon Avenue.



14. View looking west along Bergen Street at the intersection of Bergen Street and Franklin Avenue.



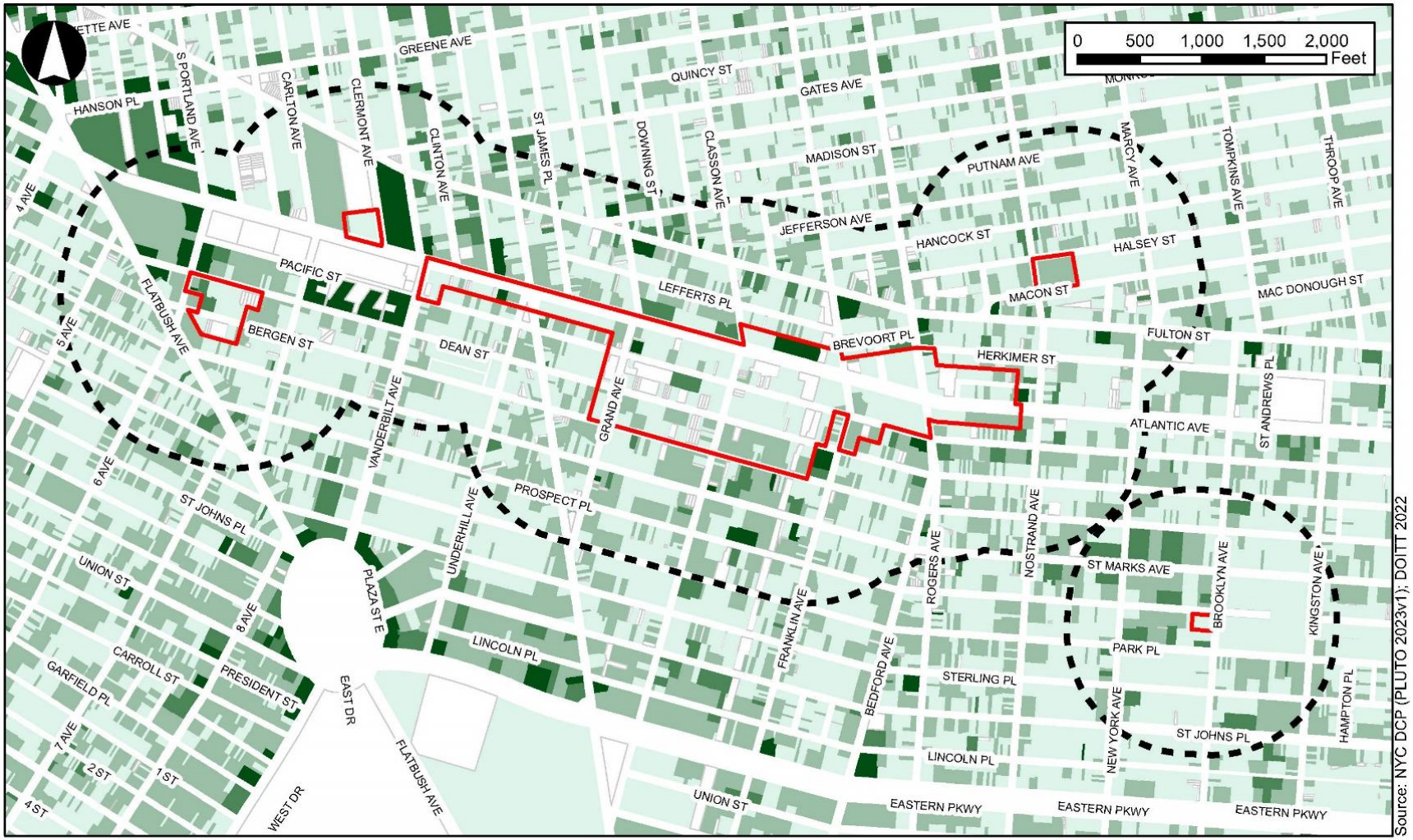
15. View looking south along Bedford Avenue at the intersection of Bedford Avenue, Rogers Avenue and Dean Street.



16. View looking east along St. Marks Avenue at the intersection of St. Marks Avenue and Brooklyn Avenue.

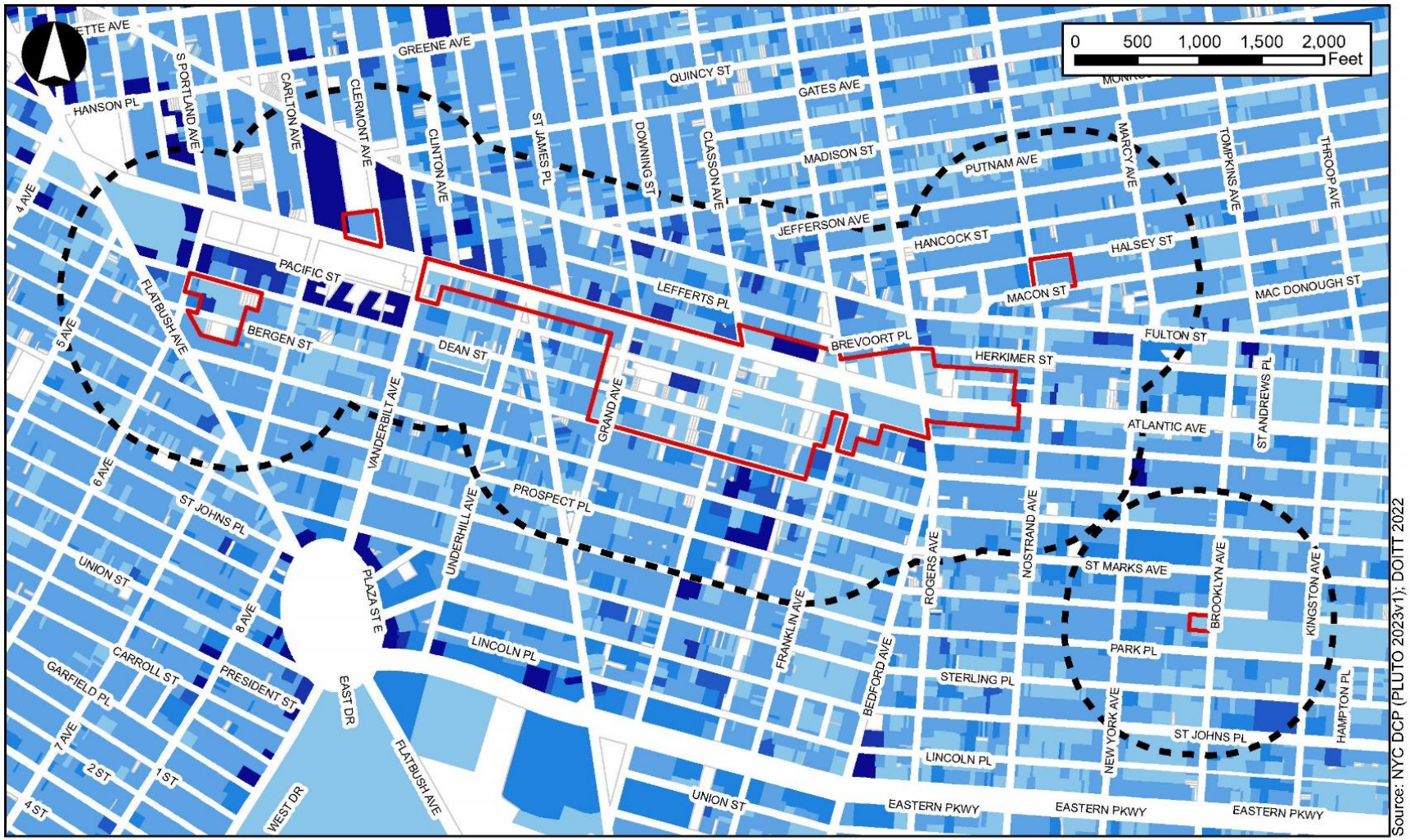
Atlantic Avenue Mixed-Use Plan

Figure 8-3e
Secondary Study Area Existing Photos



Atlantic Avenue Mixed-Use Plan

Figure 8-4
Existing Built Density



Atlantic Avenue Mixed-Use Plan

Figure 8-5
Existing Building Heights

Primary Study Area (Project Area)

As described in detail in **Chapter 1, Project Description**, the Project Area encompasses 21 blocks along the portion of Atlantic Avenue where the Central Brooklyn neighborhoods of Fort Greene, Clinton Hill, Bedford-Stuyvesant, Prospect Heights, and Crown Heights converge in Brooklyn CDs 3 and 8, as well as four separate, non-contiguous areas in Brooklyn CDs 2, 3, and 8. The topography of the Project Area is generally flat.

Streets

Atlantic Avenue is a 120-foot-wide major thoroughfare and one of Brooklyn's most important east-west corridors that connects Downtown Brooklyn to Queens and Long Island. It is also one of the most heavily trafficked arteries in Brooklyn and is a New York City Department of Transportation-designated through truck route that supports commercial and freight movement. In the Project Area east of Bedford Avenue, Atlantic Avenue contains three lanes each of east and westbound vehicular traffic, separated by a concrete median and flanked by parallel parking lanes and concrete sidewalks. Sidewalks in the western portion of the Project Area are very narrow, ranging in width from four to 10 feet. Midblock between Classon and Franklin Avenues, the sidewalks along Atlantic Avenue widen to between 10.5 and 22 feet, until Bedford Place. The northern sidewalks east of Bedford Place in the Project Area range in width from seven to 10 feet, and the southern sidewalks are between 8.5 and 12.5 feet wide.

The section of Atlantic Avenue east of Bedford Avenue is flanked by concrete sidewalks punctuated by street lights, traffic signs, bus stop signs (west of Washington Avenue), occasional street trees, parking meters, and fire hydrants, as well as metal columns holding up the elevated tracks of the Franklin Avenue Shuttle just west of Franklin Avenue (that also traverse other streets of the primary and secondary study areas, as detailed further below). There are a lot of sidewalk curb cuts along the thoroughfare adjacent to drive-through restaurants, gas stations, car washes, auto-related garages, loading docks for storage facilities, parking lots and garages, and other auto-related uses. Additionally, there are areas in the vicinity of these uses that have vehicular parking on the sidewalks, limiting pedestrian mobility. There is no street furniture along the sidewalks of stretch of Atlantic Avenue in the Project Area.

Between Vanderbilt and Classon Avenues, the concrete median in the center of Atlantic Avenue is a few feet wide, narrowing at most intersections in order to accommodate left-turn lanes for vehicles. In this area the median is punctuated by streetlights, traffic lights, road signs, street trees and vents for the below-grade Long Island Rail Road (LIRR) tracks. Between Classon and Franklin Avenues, the median narrows to about a foot in width, and does not contain street trees. It widens again between Franklin and Bedford Avenues, again punctuated by street trees. To the east of Bedford Avenue, the LIRR tracks begin to come above ground, replacing the concrete median and resulting in fewer traffic and parking lanes on the southern side of the avenue. East of Bedford Avenue, the tracks are surrounded by concrete walls, tagged with graffiti, and topped with tall metal fencing, until Nostrand Avenue, where they are elevated above metal columns on a wide concrete median, punctuated by traffic lights and road signs.

The Project Area also includes portions of the 80-foot-wide major north-south street and local truck route of Bedford Avenue; the 70-foot-wide local east-west thoroughfares of Pacific, Dean, and Bergen Streets; and the 70-foot-wide local north-south streets of Grand, Classon, and Franklin Avenues. All of these streets carry one-way or two-way vehicular traffic flanked by parallel parking lanes and concrete sidewalks that vary greatly in width, ranging from four feet (on Bergen Street west of Classon Avenue) to 20 feet ion Pacific Street between Grand and Classon Avenues). These sidewalks are punctuated by streetlights, traffic signs, bus stop signs (along Classon Avenue and Dean and Bergen Streets), street trees, and fire hydrants with curb cuts adjacent to garages, industrial buildings, parking lots, and auto-related uses. Often sidewalks adjacent to these uses contain vehicular parking and material storage, such as tires, limiting pedestrian mobility.

Additionally, Bedford, Perry, and Herkimer Places are all "record streets" in the Project Area. Bedford and Perry Places carry one lane of local vehicular traffic northbound, and Herkimer Place carries one lane of local vehicular traffic eastbound. All are flanked by parallel parking lanes and concrete sidewalks punctuated by streetlights, street trees, road signs, occasional utility boxes/poles with overhead wires, and fire hydrants, with no street furniture. There is a significant amount of vehicular parking on the sidewalks of Perry and Herkimer Places, limiting pedestrian mobility on those streets.

Conventional bike lanes in the Project Area are located on the north side of Dean Street, the south side of Bergen Street, the east sides of Vanderbilt and Brooklyn Avenues, and the west sides of Bedford and Franklin Avenues. There is also a conventional bike lane on the west side of Classon Avenue, that turns into a shared lane north of Pacific Street. Occasionally these bike lanes are obstructed by vehicular parking for adjacent uses. Bike lanes typically mirror street traffic patterns, with one-way travel in the same direction as the adjacent vehicular lane(s). There are CitiBike Stations on the north side of Pacific Street west of Franklin Avenue and the south side of Dean Street west of Franklin Avenue. Additionally, Bedford Avenue contains a bus-only lane in this portion of the Project Area. Street furniture in the Project Area includes bike racks, garbage and recycling bins, LinkNYC kiosks, planters, benches, and parking meters (largely located along the commercial corridors along the south side of Atlantic Avenue west of Grand Avenue, and the two blocks bounded by Pacific, Bergen, and Franklin Streets and Classon Avenue, as detailed further below).

Buildings

The Project Area is composed of a mix of land uses, with industrial/manufacturing as the most prevalent land use in the area according to both lot area and building area. Overall, the heights and densities of buildings in the Project Area are significantly lower than in the immediately surrounding neighborhoods, with few recent developments completed. Lots in the Project Area are generally underutilized and support few businesses. These building characteristics are a typical product of M1-1 zoning, which is the current zoning district of the Project Area.

The stretch of Atlantic Avenue in the Project Area is characterized by a mix of low-density, low-rise buildings used for warehousing and distribution, self-storage, auto-oriented uses such as gas stations and repair shops, open storage, and parking, as well as vacant lots. Industrial and

manufacturing uses primarily occupy larger lots fronting Atlantic Avenue, as well as a sizable portion of the mid-block area on the block bounded by Pacific Street, Classon Avenue, Bergen Street, and Grand Avenue. These buildings are usually built out to the lot lines, and as detailed above, use the adjacent sidewalks for vehicular parking and material storage, limiting pedestrian mobility. Many of these buildings, as well as adjacent fencing and gates, are tagged with graffiti.

Transportation and utilities also occupy larger lots fronting Atlantic Avenue to the east of Grand Avenue. Between Franklin and Classon Avenues are two lots owned and operated by the Metropolitan Transportation Authority for transportation-related uses including a cable storage and repair facility and open vehicle storage. Parking facilities are scattered throughout the Project Area, and nearly 11 percent of the Project Area's lot area is vacant land or contains vacant buildings. Many of these transportation, utility, parking, and vacant lots are surrounded by metal fencing or gates tagged with graffiti, resulting in a streetscape that lacks amenities, like trees and does not support a walking experience.

Residential uses in the Project Area are generally low-density and low-rise buildings on narrow lots clustered into small pockets on the mid-blocks of east-west streets, including Pacific Street between Grand and Classon Avenues, Classon Avenue between Bergen and Dean Streets, Bedford Avenue between Atlantic Avenue and Dean Street, and on the north side of Dean Street between Grand and Franklin Avenues, as well as along Franklin Avenue. Existing housing was either in existence prior to 1961 and is legally non-conforming or built pursuant to a variance by the New York City Board of Standards and Appeals or recent private rezonings.

Mixed commercial and residential land uses in the Project Area primarily occupy smaller lots fronting Atlantic Avenue. Commercial buildings in the Project Area are largely concentrated on the two blocks bounded by Pacific Street, Bergen Street, Franklin Street, and Classon Avenue, as well as on the south side of Atlantic Avenue west of Grand Avenue.

A major public facility/institutional use in the Project Area is the Bedford-Atlantic Armory (23rd Regiment Armory), a LPC Designated Landmark at 1322 Bedford Avenue that accommodates a 350-bed homeless shelter (Bedford-Atlantic Shelter) for men operated by the New York City Department of Homeless Services (DHS) within the headhouse of the Armory. The remaining portion of the building, known as the drill hall space, is used as storage, laundry and training facilities, while portions of the basement are unoccupied (1.99 FAR). Schools in the Project Area are located at 510 Clermont Avenue, 178 Brooklyn Avenue, 457 Nostrand Avenue, and 561 Grand Avenue, and houses of worship are located at 1222 Atlantic Avenue, 1313 Bedford Avenue, and 652 Classon Avenue.

Facilitated from previously mentioned private rezonings and surrounded by the existing low-rise manufacturing uses of the M1-1 zoning, three recently constructed buildings in the Project Area are the tallest and densest developments in the Project Area. A nine-story residential building at 1010 Pacific Street was completed in 2022 (6.38 FAR), a nine-story residential building with ground-floor retail at 979 Pacific Street was completed in 2022 (6.25 FAR), and the 17-story residential building with retail, office, and community facility space at 1045 Atlantic Avenue was completed in 2023 (9.8 FAR).

Open Space

Less than 3 percent of the total lot area within the Project Area is occupied by open space. This includes the approximately 1.3-acre Dean Street Playground between Dean and Bergen Streets, and the northern tip of the 0.42-acre Lowry Triangle at the intersection of Washington, Underhill, and Atlantic Avenues. Natural resources in the Project Area are limited to these open spaces as well as street trees and the overgrown vegetation of vacant lots.

Visual Resources

The Dean Street Playground and the Lowry Triangle and its monument to Reverend Benjamin James Lowry are significant visual resources in the Project Area as well as the New York City Landmarks Preservation Commission (LPC)-designated Bedford Armory at 1164 Bedford Avenue, St. Bartholomew's Church at 1222 Atlantic Avenue, and the Girls High School at 457 Nostrand Avenue. All of these significant visual resources can be easily seen from adjacent streets and sidewalks in the Project Area. No significant natural features in the Project Area would be considered important visual resources.

The Project Area contains significant view corridors of the adjacent LPC-designated Prospect Heights Historic District, Crown Heights North, II, and III Historic Districts, and the Bedford Historic District as well as the Imperial Apartments at 1198 Pacific Street, Alhambra Apartments at 500 Nostrand Avenue, and the Renaissance Apartments at 140 Hancock Street.

Secondary Study Area

As shown in **Figure 8-1b**, the secondary study area comprises several neighborhoods with largely standard street grids extending outward from the Atlantic Avenue corridor with east-west streets intersecting north-south avenues to create principally rectangular block forms. To the north of Atlantic Avenue in the secondary study area are portions of Fort Greene, Clinton Hill, and Bedford-Stuyvesant; to the south are Park Slope, Prospect Heights, and Crown Heights.

Fort Greene

A small section of the Fort Greene neighborhood is located in the 0.25-mile secondary study area north of Atlantic Avenue and west of Vanderbilt Avenue and east of Fort Green Place. The topography of the subarea is generally flat. Although the majority of the larger Fort Greene neighborhood has a standard street grid, the blocks in the secondary study area are somewhat unique due to large residential and commercial developments, detailed below.

Streets

As noted above, Atlantic Avenue is a 120-foot-wide major thoroughfare and through truck route in Brooklyn. In the Fort Greene subarea, Atlantic Avenue contains three lanes each of east and westbound vehicular traffic, separated by a concrete median with traffic lights, streetlights, vents for the below-grade LIRR tracks, and some trees. Parallel parking is only on the north side of the street of this section of Atlantic Avenue, and there is a CitiBike Station across from the Barclays Center.

Other major streets in the Fort Greene subarea are Fulton Street and Carlton Avenue. Fulton Street is a significant commercial corridor that runs east-west through Brooklyn. It is 80 feet in width and carries one lane each of east and westbound vehicular traffic flanked by parallel parking lanes and bus-only lanes, as well as a shared bike lane. There is a CitiBike Station on the south side of the street west of Clermont Avenue. Carlton Avenue is a 70-foot-wide major street with one lane of northbound vehicular traffic flanked by parallel parking lanes and a conventional bike lane on the east side of the street.

The remainder of north-south streets in the Fort Greene subarea are 70 to 80 feet in width and carry local traffic in one or both directions flanked by parallel parking lanes. Conventional bike lanes are located on the west sides of Vanderbilt Avenue (south of Gates Avenue) and Clermont Avenue, as well as the east side of Vanderbilt Avenue in the secondary study area. The 78-foot-wide Cumberland Street has a unique layout in the area, with cobblestone medians punctuated by streetlights and road signs separating the north and southbound lanes of vehicular traffic, both of which are flanked with parallel parking on each side of the street. Cumberland Street also features speed bumps for traffic calming.

Three local east-west streets are in the Fort Greene subarea. The 50-foot-wide Academy Park Place carries one lane of eastbound traffic flanked by parallel parking lanes between South Elliott Place and South Portland Avenue. The 60-foot-wide Atlantic Commons has one lane in each direction flanked by parallel parking on the north side of the street and perpendicular parking on the south side. Additionally, the westernmost portion of Gates Avenue is located in the Fort Greene subarea. This section of the 70-foot-wide thoroughfare carries one lane of westbound vehicular traffic flanked by a parallel parking lane on the north side of the street.

Almost all streets in the Fort Greene neighborhood of the secondary study area are flanked with concrete sidewalks punctuated by streetlights, traffic signs, street trees, and fire hydrants. A few curb cuts in the area are largely located adjacent to garages. Street furniture in the neighborhood is abundant, particularly along commercial corridors, including A-frame signs for local businesses, bike racks, garbage and recycling bins, LinkNYC kiosks, utility boxes, bus stops and shelters, mailboxes, newspaper kiosks, planters, benches, and parking meters as well as street food vendors in the vicinity of the Barclays Center.

Buildings

The Fort Greene subarea is primarily composed of residential land uses, particularly three- to four-story, low-density brick and brownstone rowhouses on narrow lots. These residences are largely set back behind large stoops and shallow front yards surrounded by low iron fences or stone walls, creating uniform streetscapes along many of the streets of the neighborhood. Most of these shallow yards comprise vegetation or storage areas for bikes and bins, and adjacent street trees tend to be mature with dense canopies.

The southern section of the Fort Greene subarea contains residential apartment buildings and commercial uses on large lots with some of the tallest and densest development in the entire secondary study area. Examples include the 15-story residential building at 173 South Elliott Place (7.8 FAR); the 10-story mixed-use building at 212 South Oxford Place (8.43 FAR); the 31-

story residential building at 761 Atlantic Avenue (3.0 FAR); the three, 15-story residential buildings at 475 Carlton Avenue (3.81 FAR); the 12-story mixed-use building at 475 Claremont Avenue (6.82 FAR); and the 10-story commercial office building at 487 Clermont Avenue (8.67 FAR). Some of these buildings are constructed out to the lot lines, while others are set back from the street behind grass and trees.

Lower-level retail and service uses are predominantly located along Atlantic Avenue, Fulton Street, and Vanderbilt Avenue, creating active commercial corridors for pedestrians along these streets. These buildings with lower-level commercial uses typically contain large windows with bright signage and shallow awnings, resulting in an engaging environment for passersby in the area.

Public facilities/institutions in the Fort Greene subarea include PS 753K at 510 Clermont Avenue and Cumberland Gardens, low-income housing for seniors, at 425 Cumberland Street. Both of these mid-rise buildings are constructed out to the lot lines with entrances oriented towards the sidewalks.

Open Space & Natural Resources

Open space in the Fort Greene subarea includes the 1.2-acre South Oxford Park on the south side of Atlantic Commons between South Oxford and Cumberland Streets, which contains a playground, multipurpose field, gardens, and tennis courts and the Brooklyn Technical High School athletic sports field on Clermont Avenue between Atlantic Avenue and Fulton Street. There is also the Cuyler Gore Park between Carlton Avenue, Fulton Street, and Green Avenue and the Gateway Triangle between Gates Avenue, Fulton Street, and Vanderbilt Avenue. Both of these triangles contain trees and plantings/grass surrounded by short fences, concrete walkways, and benches. Natural resources in the subarea are limited to these open spaces, street trees, and landscaping located in front and side yards of residential buildings in the neighborhood.

Visual Resources

South Oxford Park, Cuyler Gore Park, and Gateway Triangle are all significant visual resources in the Fort Greene subarea as well as a portion of the Fort Greene Historic District along Clermont and Vanderbilt Avenues. All of these significant visual resources can be easily seen from adjacent streets and sidewalks in the secondary study area. No significant natural features in the Fort Greene subarea would be considered important visual resources in the secondary study area.

The Fort Greene subarea contains significant view corridors of the adjacent LPC-designated Church of St. Luke and St. Matthew at 520 Clinton Avenue and the remainder of the Fort Greene Historic District.

Clinton Hill

The Clinton Hill subarea in the secondary study area is located between Vanderbilt and Classon Avenues north of Atlantic Avenue. The topography of the subarea is generally flat.

Streets

In the secondary study area, Clinton Hill is bisected by the major thoroughfares of Fulton Street and Washington Avenue. As discussed above, Fulton Street is a significant commercial corridor that runs east-west through Brooklyn. It is 80 feet in width and carries one lane each of east and westbound vehicular traffic flanked by parallel parking lanes and bus-only lanes. CitiBike Stations are on the south side of Fulton Street just west of Waverly and Classon Avenues. Washington Avenue is an 80-foot-wide major street with one lane of both north and southbound vehicular traffic flanked by parallel parking lanes.

Most other streets in the Clinton Hill subarea are east-west or north-south roads 60 to 70 feet in width that carry one-way or two-way local traffic flanked by parallel parking lanes. Exceptions include Vanderbilt Avenue, which is 80 feet wide with no on-street parking; Clinton Avenue, an 80-foot-wide street that expands to 120 feet in width north of Gates Avenue; and Waverly Avenue, which narrows to 55 feet in width south of Fulton Street.

Conventional bike lanes are located on the east and west sides of Vanderbilt Avenue (south of Gates Avenue) and there is a shared bike lane on the west side of Classon Avenue in the secondary study area. Speed bumps are located on Clinton Avenue, Grand Avenue, Cambridge Place, Downing Street, Irving Place, and Lefferts Place in the subarea.

Almost all streets in the Clinton Hill neighborhood of the secondary study area are flanked with concrete sidewalks punctuated by streetlights, traffic signs, street trees, and fire hydrants. A very few curb cuts in the area are largely located adjacent to garages. Street furniture in the neighborhood is abundant, particularly along commercial corridors, including A-frame signs, bike racks, garbage and recycling bins, LinkNYC kiosks, bus stops and shelters, subway entrances, mailboxes, newspaper kiosks, planters, benches, and parking meters. A number of outdoor seating areas for restaurants throughout the Clinton Hill subarea feature benches, tables, and chairs that are sometimes surrounded by small fences and planters.

Buildings

The Clinton Hill subarea is largely residential, supporting a mix of one- and two-family residences, as well as larger multi-family walkup buildings and typically seven- to 10-story elevator apartment buildings (a few taller buildings in the subarea were constructed a result of private rezonings, as discussed below). A significant number of three- to four-story, low-density brick and brownstone rowhouses are on narrow lots in the subarea, typically set back behind large stoops and shallow front yards surrounded by low iron fences or stone walls. Most of these shallow yards comprise vegetation or storage areas for bikes and bins, and adjacent street trees tend to be mature with dense canopies.

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

signage, and shallow awnings, resulting in active commercial corridors. Due to rezonings of the sites, these newer mixed-use residential and commercial buildings in the neighborhood are the tallest and densest found in the Clinton Hill subarea, including the nine-story building at 445 Grand Avenue built in 2021 (11.29 FAR); the 29-story building at 545 Vanderbilt Avenue, which was completed in 2020 (22.63 FAR); and the 13-story building at 525 Clinton Avenue built in 2006 (4.34 FAR).

Institutional uses are interspersed throughout Clinton Hill and include PS 11 at 419 Waverly Avenue, PS 56 at 160 Gates Avenue, the Brown Memorial Baptist Church at 484 Washington Avenue, and the Church of St. Luke and St. Matthew at 520 Church Avenue. These properties largely contain structures set back from the street behind fencing, landscaping, and trees.

Open Space & Natural Resources

Open space in the Clinton Hill subarea includes Putnam Triangle at Fulton Street, Grand Avenue, and Putnam Avenue and the 0.93-acre Crispus Attucks Playground at Fulton Street and Classon Avenue. Natural resources in the subarea are limited to these open spaces, street trees, and landscaping located in front and side yards of residential and institutional buildings in the neighborhood.

Visual Resources

The Putnam Triangle and Crispus Attucks Playground are significant visual resources in the Clinton Hill subarea as well as the LPC-designated Church of St. Luke and St. Matthew at 520 Clinton Avenue, the Royal Castle Apartments at 26 Gates Avenue, the James W. and Lucy S. Elwell House at 70 Lefferts Place, the Lincoln Club at 65 Putnam Avenue, and the portion of the LPC-designated Clinton Hill Historic District in the northern section of the subarea. All of these significant visual resources can be easily seen from adjacent streets and sidewalks in the secondary study area. No significant natural features in the Clinton Hill subarea would be considered important visual resources in the secondary study area.

The Clinton Hill subarea contains significant view corridors of the adjacent LPC-designated Fort Greene Historic District and the remainder of the Clinton Hill Historic District to the north of the secondary study area.

Bedford-Stuyvesant

A section of the Bedford-Stuyvesant neighborhood is located in the 0.25-mile secondary study area north of Atlantic Avenue and east of Classon Avenue. The topography of the subarea is generally flat.

Streets

As noted above, Atlantic Avenue is a 120-foot-wide major thoroughfare and through truck route in Brooklyn. In the Bedford-Stuyvesant subarea, Atlantic Avenue is separated into three sections: a southern section with two lanes of eastbound traffic, a central section containing vehicular parking lanes and concrete medians punctuated by metal columns supporting the overhead elevated rail tracks, and a northern section with two lanes of westbound vehicular traffic. There is

parallel parking on the north side of the street, and the approximately nine-foot-wide sidewalks have some street trees and a number of curb cuts for adjacent garages and auto related uses. Large staircases on the sidewalks lead to pedestrian passageways over the street connecting to the elevated LIRR stations.

In the secondary study area, Bedford-Stuyvesant is bisected by the major thoroughfares of Fulton Street and Bedford Avenue. As discussed above, Fulton Street is a significant commercial corridor that runs east-west through Brooklyn. It is 80 feet in width and carries one lane each of east and westbound vehicular traffic flanked by parallel parking lanes. An overhead pedestrian passage that services the Franklin Avenue Shuttle crosses over Fulton Street just west of Franklin Avenue. Bedford Avenue is an 80-foot-wide major street with two lanes of northbound vehicular traffic flanked by parallel parking lanes and a bus-only lane south of Fulton Street. The Bedford-Stuyvesant subarea is also bisected by Nostrand Avenue, a 70-foot-wide local truck route that contains one lane of southbound vehicular traffic, and a bus-only lane flanked by parallel parking lanes.

All other streets in the Bedford-Stuyvesant subarea are 70-foot-wide east-west or north-south roads that carry one-way or two-way local traffic flanked by parallel parking lanes. Exceptions include Spencer Place, which is 60 feet in width, and Lefferts Place, which has metal columns supporting the elevated subway tracks of the Franklin Avenue Shuttle just west of Franklin Avenue. Brevoort, Bedford, and Herkimer Places are all “record streets” in the subarea. There is a significant amount of vehicular parking on the sidewalks of Herkimer Place, limiting pedestrian mobility on the street.

Conventional bike lanes are located on the west sides of Franklin (north of Fulton Street) and Bedford Avenues in the secondary study area, and shared bike lanes are located on the west sides of Franklin (between Lefferts Place and Fulton Street) and Classon Avenues. CitiBike Stations are located on the south side of Putnam Avenue east of Nostrand Avenue, the north side of Hancock Street west of Bedford Avenue, the south side of Macon Street west of Nostrand Avenue, the east side of Verona Place north of Fulton Street, and the north side of Lefferts Place west of Franklin Avenue. Speed bumps are located on Lefferts Place, Jefferson Avenue, Hancock Street, Herkimer Street, Macon Street, and MacDonough Street in the subarea.

Almost all streets in the Bedford-Stuyvesant neighborhood of the secondary study area are flanked with concrete sidewalks punctuated by streetlights, traffic signs, street trees, and fire hydrants. Curb cuts in the area are largely located adjacent to industrial/manufacturing uses and auto-related uses, although there are some in the residential areas adjacent to garages. Street furniture in Bedford-Stuyvesant is abundant, particularly along commercial corridors, including A-frame signs, bike racks, garbage and recycling bins, LinkNYC kiosks, bus stops and shelters, subway entrances, mailboxes, newspaper kiosks, planters, benches, and parking meters, as well as street food vendors on Fulton and New York Avenues. A number of outdoor seating areas for restaurants throughout the subarea feature benches, tables, and chairs that are sometimes surrounded by small fences and planters.

Buildings

The Bedford-Stuyvesant subarea predominantly comprises low-density, three- to four-story rowhouses on narrow lots, typically set back behind large stoops and shallow front yards surrounded by low iron fences or stone walls. Most of these shallow yards comprise vegetation or storage areas for bikes and bins, and adjacent street trees tend to be mature with dense canopies. Institutional uses are interspersed throughout Bedford-Stuyvesant with structures that are set back from the street behind fencing, landscaping, and trees.

The tallest and densest buildings of the subarea are largely located along Fulton Street, a major commercial corridor of the area. Many of these recently constructed buildings along Fulton Street were facilitated by the Bedford-Stuyvesant South Rezoning of 2007, including the eight-story mixed-use building at 1190 Fulton Street built in 2019 (6.5 FAR), the eight-story mixed-use building at 1134 Fulton Street completed in 2017 (6.38), and the 10-story mixed-use building at 1320 Fulton Street built in 2016 (8.35 FAR). Most buildings along the Fulton Street corridor are built out to the lot lines with ground-level retail and service uses containing large windows with bright signage and shallow awnings, resulting in an active streetscape.

Open Space & Natural Resources

Open spaces in the Bedford-Stuyvesant subarea include the 1.6-acre John Hancock Playground along the west side of Bedford Avenue between Hancock Street and Jefferson Avenue, and the 1.31-acre Potomac Playground along Tompkins Avenue between Halsey and Macon Streets. Natural resources in the subarea are limited to these open spaces, street trees, and landscaping located in front and side yards of residential and institutional buildings in the neighborhood, as well as overgrown vegetation of vacant lots.

Visual Resources

The John Hancock Playground and Potomac Playground are significant visual resources in the Bedford-Stuyvesant subarea as well as the LPC-designated Boys High School at 260 Madison Street, the Renaissance Apartments at 140 Hancock Street, the Alhambra Apartments at 500 Nostrand Avenue, and the portion of the LPC-designated Bedford Historic District in the subarea. All of these significant visual resources can be easily seen from adjacent streets and sidewalks in the secondary study area. No significant natural features in the Bedford-Stuyvesant subarea would be considered important visual resources in the secondary study area.

The Bedford-Stuyvesant subarea contains significant view corridors of the adjacent LPC-designated Girls High School at 457 Nostrand Avenue, Stuyvesant Heights Historic District, and Bedford Stuyvesant/Expanded Stuyvesant Heights Historic District as well as the remainder of the Clinton Bedford-Stuyvesant Historic District to the north and east of the secondary study area.

Park Slope

The Park Slope subarea in the secondary study area is located to the west of Flatbush Avenue. The topography of the subarea slopes up from the Barclays Center southeast down Flatbush Avenue (peaking near Grand Army Plaza to the south of the secondary study area).

Streets

The only major street in the Park Slope subarea of the secondary study area is Flatbush Avenue, a 100-foot-wide major street and local truck route with two lanes each of northwest and southeast-bound vehicular traffic. There is no on-street parking north of Dean Street; south of Dean Street, Flatbush Avenue is flanked by parallel parking lanes on both sides of the street and contains few curb cuts.

The remainder of streets in the Park Slope subarea are 60-foot-wide east-west streets intersected by 70-foot-wide north-south avenues. All of these streets carry one-way or two-way local traffic flanked by parallel parking lanes and few curb cuts adjacent to garages. Conventional bike lanes are located along the south side of Bergen Street and the north side of Dean Street in the secondary study area, and shared bike lanes are located on Fifth and Seventh Avenues. CitiBike Stations are located on the south side of Bergen Street west of Flatbush Avenue; on the north side of Prospect Place west of 6th Avenue; and on the east side of Seventh Avenue south of St. Marks Place.

All streets in the Park Slope subarea are flanked with concrete sidewalks punctuated by streetlights, traffic signs, street trees, and fire hydrants. Street furniture in the neighborhood is abundant, particularly along the commercial corridors of Flatbush and Fifth Avenues, including A-frame signs, bike racks, garbage and recycling bins, LinkNYC kiosks, bus stops and shelters, subway entrances, mailboxes, newspaper kiosks, planters, benches, and parking meters. A number of outdoor seating areas for restaurants throughout the Park Slope subarea feature benches, tables, and chairs that are sometimes surrounded by small fences and planters.

Buildings

With the exception of the Flatbush Avenue and Fifth Avenue commercial corridors, the Park Slope subarea is predominantly residential, characterized by low-density three- and four-story brownstones on narrow lots in the subarea, typically set back behind large stoops and shallow front yards surrounded by low iron fences or stone walls. Most of these shallow yards comprise vegetation or storage areas for bikes and bins, and adjacent street trees tend to be mature with dense canopies. Institutional uses are interspersed throughout Park Slope with structures that are set back from the street behind fencing, landscaping, and trees.

Mixed-use residential and commercial buildings and commercial buildings are concentrated along Flatbush and Fifth Avenues are typically one- to four-stories and built out to the lot lines with ground-level retail and service uses. These active streetscapes feature large windows with bright signage and shallow awnings, along with an abundance of related street furniture detailed above. Additionally, many of the buildings along Flatbush Avenue have uniquely shaped lots due to the avenue crossing the standard street grid at an angle, and as such, many corner buildings feature chamfered facades.

The tallest and densest buildings in the Park Slope subarea are the eight-story mixed-use buildings at 145 Park Place (5.18 FAR) and 260 Flatbush Avenue (5.14 FAR).

Open Space & Natural Resources

Open spaces in the Park Slope subarea are limited to the two pedestrian triangles along Flatbush Avenue: the St. Marks Triangle at Sixth Avenue, and the Seventh Avenue Triangle at Park Place. These triangles feature trees, plantings, streetlights, and concrete sidewalks; St. Mark's Triangle also has cobblestone walking paths, and the Seventh Avenue Triangle has benches and occasionally sculpture exhibits. Natural resources in the subarea are limited to these open spaces, as well as street trees and landscaping located in front and side yards of residential and institutional buildings in the neighborhood.

Visual Resources

The pedestrian triangles along Flatbush Avenue are significant visual resources in the Park Slope subarea as well as the portions of the LPC-designated Park Slope Historic District and Park Slope Historic District Extension II in the subarea. All of these significant visual resources can be easily seen from adjacent streets and sidewalks in the secondary study area. No significant natural features in the Park Slope subarea would be considered important visual resources in the secondary study area.

The Park Slope subarea contains significant view corridors of the nearby LPC-designated Prospect Heights Historic District and the remainder of the Park Slope Historic District and Park Slope Historic District Extension II to the south and west of the secondary study area.

Prospect Heights

The Prospect Heights subarea of the secondary study area is located to the south of Atlantic Avenue between Flatbush and Washington Avenues. The topography of the subarea slopes up from the Barclays Center at the intersection of Atlantic and Flushing Avenues southeast towards Washington Avenue and Park Place.

Streets

As noted above, Atlantic Avenue is a 120-foot-wide major thoroughfare and through truck route in Brooklyn. In the Prospect Heights subarea, Atlantic Avenue contains three lanes each of east and westbound vehicular traffic, separated by a concrete median with traffic lights, streetlights, vents for the below-grade LIRR tracks, and some street trees. On-street parking, via a parallel parking lane, is available on the south side of Atlantic Avenue east of 6th Avenue. Curb cuts are located on several properties on the south side of the street. These curb cuts are generally narrow and provide ingress and egress to one vehicle at a time. The largest curb cut on Atlantic Avenue is located at a self-storage facility between Vanderbilt Avenue and Underhill Avenue, which has room for two loading bays. The sidewalks around the Barclays Center are lined with low metal bollards, concrete benches, and street trees; there are no street trees on the blocks adjacent to the sunken railroad tracks, which are surrounded by Jersey barriers topped with metal fencing.

As detailed above, Flatbush Avenue is a 100-foot-wide major street and local truck route with two lanes each of northwest and southeast-bound vehicular traffic. There is no on-street parking north of Dean Street; south of Dean Street, Flatbush Avenue is flanked by parallel parking lanes on both sides of the street and contains few curb cuts. Similar to Atlantic Avenue, the sidewalks of

Flatbush Avenue adjacent to the Barclays Center have low metal bollards, concrete benches, and street trees. Washington Avenue is an 80-foot-wide major street with one lane each of north and southbound vehicular traffic expanding to two lanes for left turns north of Dean Street. There are parallel parking lanes on both sides of the street and limited curb cuts, primarily located adjacent to garage entrances.

Most other streets in the Prospect Heights subarea are east-west or north-south roads 70 feet in width that carry a lane of one-way traffic flanked by parallel parking. Exceptions include Carlton Avenue, a designated major street, and Pacific Street, 6th Avenue, and Underhill Avenue, which all carry two-way vehicular traffic. The north side of Pacific Street features perpendicular parking adjacent to the fencing above the sunken rail tracks, and the south side of Dean Street between Underhill and Vanderbilt Avenues contains more curb cuts than found on most other streets in the subarea, used for residential garages and front-yard parking. Additionally, Vanderbilt Avenue in the subarea is 100 feet in width and carries one lane each of north and southbound vehicular traffic, expanding to two lanes for left turns, separated by a concrete median with road signs, trees, vegetation, and planters.

Conventional bike lanes in the Prospect Heights subarea are located along the north sides of Pacific and Dean Streets, the south side of Bergen Street, the east side of Carlton Avenue, and both sides of Vanderbilt and Washington Avenues. Underhill Avenue is a designated Bike Boulevard with shared lanes and some green traffic lights timed for bikers. CitiBike Stations are located on the east side of Carlton Avenue north of Dean Street; the east side of Underhill Avenue south of Atlantic Avenue; the south side of Prospect Place east of Underhill Avenue, and on the north side of Bergen Street east of Vanderbilt Avenue.

Most streets in the Prospect Heights neighborhood of the secondary study area are flanked with concrete sidewalks punctuated by streetlights, traffic signs, street trees, and fire hydrants, with curb cuts largely located adjacent to garages. Street furniture in the subarea is abundant, particularly along commercial corridors, including A-frame signs, bike racks, garbage and recycling bins, LinkNYC kiosks, bus stops and shelters, mailboxes, newspaper kiosks, planters, and parking meters. A number of outdoor seating areas for restaurants throughout the Prospect Heights subarea feature benches, tables, and chairs that are sometimes surrounded by small fences and planters.

Buildings

The tallest and densest development of the secondary study area is located in Prospect Heights in Pacific Park (formerly known as Atlantic Yards), a multi-phased development project led by the Empire State Development Corporation that spans five blocks and 22 acres with over 6,000 units, new publicly accessible open space, community facilities, offices, and retail space, including the 18,000-seat Barclays Center Arena. As of June 2023, the Barclays Center Arena and eight mixed-use residential buildings have been completed, including the 49-story building at 18 6th Avenue (15.23 FAR), the 32-story building at 461 Dean Street (29.33 FAR), the 26-story building at 662 Pacific Street (18.99 FAR), the 23-story building at 38 6th Avenue (12.06 FAR), the 23-story building at 595 Dean Street (13.07 FAR), the 19-story building at 535 Carlton Avenue (8.82 FAR), and the 18-story building at 550 Vanderbilt Avenue (6.81 FAR).

Most other development in the Prospect Heights subarea consists of three- to four-story, low-density rowhouses on narrow lots, typically set back behind large stoops and shallow front yards surrounded by low iron fences or stone walls. Most of these shallow yards comprise vegetation or storage areas for bikes and bins, and adjacent street trees tend to be mature with dense canopies.

Mixed-use and commercial buildings are largely concentrated along Flatbush and Vanderbilt Avenues in the Prospect Heights subarea, with Flatbush Avenue being a main retail strip for this area of Brooklyn, and Vanderbilt Avenue serving more local retail needs. These buildings are largely three- to four-stories in height and are typically built out to the lot lines, creating continuous streetscapes with large windows, bright signage, and shallow awnings, as well as an abundance of street furniture, detailed above. As a result, the pedestrian experience along these streets is active and engaging. Similar to the Park Slope subarea discussed above, many of the buildings along Flatbush Avenue in Prospect Heights have uniquely shaped lots due to the avenue crossing the standard street grid at an angle, and as such, many corner buildings feature chamfered facades. Open Space & Natural Resources

Open space within the Prospect Heights subarea includes the 0.59-acre James Forten Playground at the southeast corner of Underhill Avenue and Prospect Place and the Prospect Heights Community Farm located on the south side of St. Marks Avenue between Vanderbilt and Underhill Avenues. Additionally, nearly 60,000 sf of public park and plaza space was recently opened at 595 Dean Street in Pacific Park, featuring play areas, walking paths, lawns, landscaping, and seating areas. Natural resources in the subarea are limited to these open spaces, street trees, and landscaping in front yards of residential buildings in the neighborhood.

Visual Resources

The James Forten Playground and Prospect Heights Community Farm are significant visual resources in the Prospect Heights subarea as well as the LPC-designated Prospect Heights Historic District that overlays much of the subarea south of Pacific Street. All of these significant visual resources can be easily seen from adjacent streets and sidewalks in the secondary study area. No significant natural features in the Prospect Heights subarea would be considered important visual resources in the secondary study area.

The Prospect Heights subarea contains significant view corridors of the nearby LPC-designated Park Slope Historic District and Park Slope Historic District Extension II as well as the remainder of the Prospect Heights Historic District to the south of the secondary study area.

Crown Heights

A portion of the Crown Heights neighborhood is located in the 0.25-mile secondary study area south of Atlantic Avenue and east of Washington Avenue. The topography of the subarea slopes down from the intersection of Washington Avenue and Park Place northeast towards the intersection of Atlantic and New York Avenues.

Streets

As noted above, Atlantic Avenue is a 120-foot-wide major thoroughfare and through truck route in Brooklyn. In the Crown Heights subarea, Atlantic Avenue is separated into three sections: a southern section with two lanes of eastbound traffic, a central section containing vehicular parking lanes and concrete medians punctuated by metal columns supporting the overhead elevated rail tracks, and a northern section with two lanes of westbound vehicular traffic. The south side of the street has parallel parking, and the sidewalks have few street trees and curb cuts for adjacent uses. Large staircases on the sidewalks lead to pedestrian passageways over the street connecting to the elevated subway stations.

Washington Avenue is an 80-foot-wide major street with one lane each of north and southbound vehicular traffic expanding to two lanes for left turns north of Dean Street, flanked by parallel parking. Another major street that bisects the subarea is Bedford Avenue, an 80-foot-wide thoroughfare with one lane each of north and southbound vehicular traffic flanked by parallel parking, which turns into three lanes of northbound vehicular traffic with a bus only lane on the east side of the street after merging with Rodgers Avenue at Dean Street. Limited curb cuts along both thoroughfares are primarily located adjacent to garage entrances.

The remainder of streets in the Crown Heights subarea are predominantly 70-foot-wide local streets carrying a single lane of east, west, north, or southbound vehicular traffic flanked by parallel parking lanes. Exceptions include St. John's Place, a 100-foot-wide street that carries one lane each of east and westbound vehicular traffic south of the Project Area; and St. Marks Place, an 80-foot-wide street that carries two-way vehicular traffic between Franklin and Classon Avenues. Perpendicular parking spaces are located on the west side of Grand Avenue south of Prospect Place; the north side of Park Place east of New York Avenue; and the south side of St. Marks Place east of Nostrand Avenue. The latter two of these roads also feature speed bumps for traffic calming. Additionally, Nostrand and Rodgers Avenues, which are local truck routes, also have designated bus-only lanes in the secondary study area.

Conventional bike lanes in the Crown Heights subarea are located along the west sides of Kingston, Franklin, and Classon Avenues; the east side of Brooklyn Avenue; the south sides of Bergen Street and Sterling Place; the north side of Dean Street; and on both sides of St. John's Place and Bedford Avenue. CitiBike Stations in the subarea are located on the west side of Franklin Avenue south of St. Marks Place, the east side of Bedford Avenue north of Bergen Street, and the west side of Classon Avenue south of St. Marks Place.

Most streets in the Crown Heights neighborhood of the secondary study area are flanked with concrete sidewalks punctuated by streetlights, traffic signs, street trees, and fire hydrants. Street furniture is abundant in the subarea, particularly along commercial corridors, including A-frame signs, bike racks, garbage and recycling bins, LinkNYC kiosks, bus stops and shelters, mailboxes, newspaper kiosks, planters, and parking meters. A number of outdoor seating areas for restaurants throughout the Crown Heights subarea feature benches, tables, and chairs that are sometimes surrounded by small fences and planters. The elevated Franklin Avenue Shuttle tracks traverse the subarea just west of Franklin Avenue; on Park Place, the street and sidewalks dip below the tracks, and the higher portions of sidewalk are lined by a short metal fence.

Buildings

The Crown Heights neighborhood subarea primarily comprises residential land uses, characterized by older low-density, two- to four-story brick and brownstone rowhouses on narrow lots. These rowhouses are typically set back behind large stoops and shallow front yards surrounded by low iron fences or stone walls. Most of these shallow yards comprise vegetation or storage areas for bikes and bins, and adjacent street trees tend to be mature with dense canopies. Institutional uses are interspersed throughout Crown Heights, many of which contain structures set back from the street behind fencing, landscaping, and trees.

The subarea also contains several larger apartment buildings and mixed-use buildings that are built out to the lot lines, including the recently constructed 14-story building at 880 Bergen Street (4.76 FAR); the 12-story building at 545 Prospect Place and the 11-story building at 565 Prospect Place (4.61 FAR); the nine-story building at 1336 Grant Square (8.21 FAR); and the eight-story building at 542 St. Marks Avenue (7.19 FAR). The Crown Heights subarea's core commercial corridors are along Franklin and Nostrand Avenues, which contain active streetscapes of retail and service uses with large windows, bright signage, and shallow awnings.

Open Space & Natural Resources

Open space in the Crown Heights subarea includes the approximately seven-acre Brower Park, the Walt C. Shamel Garden on the north side of Dean Street between Franklin and Bedford Avenues, the Westbrook Memorial Garden on the north side of Pacific Street between Rogers and Nostrand Avenues, the 1100 Block Bergen Associated Garden on the north side of Bergen Street between Nostrand and New York Avenues, and Grant Gore at the intersection of Bedford and Rogers Avenues. Natural resources in the subarea are limited to these open spaces as well as street trees and landscaping in front and side yards of residential and institutional buildings in the neighborhood.

Visual Resources

Brower Park, the Walt C. Shamel Garden, the Westbrook Memorial Garden, the 1100 Block Bergen Associated Garden, and Grant Gore with its Ulysses S. Grant Statue are all significant visual resources in the Crown Heights subarea as well as the LPC-designated Imperial Apartments at 1198 Pacific Street, and the portions of the LPC-designated Crown Heights, II, and III Historic Districts in the subarea. All of these significant visual resources are easily seen from adjacent streets and sidewalks in the secondary study area. No significant natural features in the Crown Heights subarea would be considered important visual resources in the secondary study area.

The Crown Heights subarea contains significant view corridors of the adjacent LPC-designated Bedford Armory at 1164 Bedford Avenue and St. Bartholomew's Church at 1222 Atlantic Avenue as well as the remainder of the Crown Heights, II, and III Historic Districts to the east of the secondary study area.

No-Action Condition

This section analyzes the future conditions without the Proposed Actions (the No-Action condition). As described in Chapter 1, "Project Description," to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was established for both the future No-Action and With-Action conditions for the 2034 Build Year. In the No-Action condition, the Proposed Actions would not be approved and implemented.

Primary Study Area (Project Area)

Streets

As discussed in **Chapter 13, Transportation**, no changes to the existing streets and streetscapes in the Project Area are expected in the future without the Proposed Actions.

Buildings

In the 2034 future without the Proposed Actions, it is expected that the current land use trends and general development patterns will continue in the Project Area. These trends and patterns are characterized by a mix of uses, including mixed-use, commercial, light industrial, automotive, and storage uses, community facility, and some residential. Most of the identified projected development sites are zoned M1-1 and assumed to remain unchanged from existing conditions. Some of the sites would become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low-intensity uses that are deemed likely to support more active uses.

As indicated in **Table 2-5** in **Chapter 2, Land Use, Zoning, and Public Policy**, four of the 54 projected development sites (including Sites 23, 31, 42, and part of Site 24) are zoned for mixed-use development and are expected to undergo some redevelopment by 2034 in the absence of the Proposed Actions. All four of these sites are located in Crown Heights either along Classon Avenue between Pacific and Dean Streets (Sites 23, 24, and 31) or on the north side of Pacific Street between Grand and Classon Avenues (Site 42) and would be redeveloped with residential uses and ground-floor local retail. The No-Action buildings on these sites are expected to be between 6 and 8-stories tall with FARs between 4.35 and 4.50.

In addition, there are nine other known planned No-Build developments that would be introduced to the Project Area in the No-Action condition, including enlargements to existing buildings, new mixed-use residential, commercial and/or community facility buildings, and new residential buildings (see **Table 2-5** in **Chapter 2**). Combined, these nine known developments are expected to introduce 1,673 residential dwelling units (DUs), 134,667 square feet (sf) of commercial space, and 25,646 sf of community facility space to the Project Area.

The largest planned No-Action development in the Project Area is 1045-1065 Atlantic Avenue between Classon and Franklin Avenues. The site was recently rezoned from M1-1 to C6-3A and is being redeveloped with a 17-story mixed-use residential, commercial, and community facility building (9.81 FAR).

Open Space & Natural Resources

As discussed in **Chapter 5, Open Space**, no changes to the existing open spaces are anticipated, and no new open space resources are expected to be developed in the Project Area in the future without the Proposed Actions. It is assumed that many of the No-Build sites identified above will include the planting of adjacent street trees in the Project Area in the No-Action condition.

Visual Resources

No significant changes to visual resources in the Project Area are expected to occur in the No-Action condition. Although some of the No-Action construction in the Project Area described above will occur in proximity to significant visual resources of the Project Area, all this development is planned to occur within existing blocks and therefore would not have the potential to block significant views of Project Area visual resources, which would continue to be visible from adjacent streets and sidewalks. Moreover, the No-Action development is not expected to obstruct view corridors of significant visual resources in the secondary study area from within the Project Area.

Secondary Study Area

Streets

As discussed in **Chapter 13, Transportation**, no changes to the existing streets and streetscapes in the secondary study area are expected in the future without the Proposed Actions.

Buildings

Housing demand is expected to remain strong in the Central Brooklyn neighborhoods within the secondary study area in the future without the Proposed Actions. **Table 2-5** in **Chapter 2** also summarizes the known development anticipated to occur within the larger secondary study area in the No-Action condition. As detailed therein, a total of 55 additional sites are anticipated to be redeveloped in the No-Action condition in the secondary study area by 2034. These planned developments are anticipated to result in 2,292 DUs, 125,431 sf of commercial space, and 110,289 sf of community facility space in the Clinton Hill, Bedford-Stuyvesant, Prospect Heights, Crown Heights, and Park Slope neighborhood subareas. No planned developments are expected to occur by 2034 in the Fort Greene neighborhood subarea.

Open Space & Natural Resources

As discussed in **Chapter 5, Open Space**, it is assumed that the remaining five acres of open space proposed at the Pacific Park development of the secondary study area would be completed and accessible to the public in the future without the Proposed Actions. Additionally, it is assumed that many of the No-Build sites identified above will include the planting of adjacent street trees in the secondary study area in the No-Action condition.

Visual Resources

No significant changes to visual resources in the secondary study area are expected to occur in the No-Action condition. A few of the No-Action developments discussed above will occur within

existing LPC-designated historic districts (i.e., Sites 36 and 37 in the Crown Heights II Historic District and Site 39 in the Bedford Historic District). However, new development in LPC historic districts required approval from the LPC prior to construction. Therefore, these new buildings will not have the potential to significantly alter these historic districts in the No-Action condition.

Additionally, although some of the No-Action construction in the secondary study area described above will occur in proximity to significant visual resources of the area, all this development is planned to occur within existing blocks and therefore would not have the potential to block significant views of visual resources in the secondary study area, which would continue to be visible from adjacent streets and sidewalks. Moreover, the No-Action development is not expected to obstruct view corridors of significant visual resources from within in the secondary study area.

With-Action Condition

As described in detail in **Chapter 1, Project Description**, the Proposed Actions include zoning map and text amendments affecting a 21-block area, including several frontages along Atlantic Avenue in Brooklyn CDs 3 and 8 generally bounded by Vanderbilt Avenue, Nostrand Avenue, Herkimer Street, and Bergen Street, as well as on four separate, non-contiguous areas in Brooklyn CDs 2, 3, and 8. The Proposed Actions would allow for new uses and would increase the permitted densities in most of the Project Area. The Proposed Actions are intended to activate underutilized land and strengthen existing clusters of non-residential activity in the Project Area by allowing mixed-use development and increasing the allowable densities for commercial, industrial, and community facility uses, and eliminate required off-street accessory parking and loading requirements, The Proposed Actions would promote active ground-floor uses, encourage a full range of services, community amenities, and local job opportunities for new and existing residents in the Project Area within walking distance of the surrounding neighborhoods. Overall, the Proposed Actions would create special urban design guidelines that establish design flexibility, encourage variety, and provide special height and setback regulations for buildings at key corridors. As shown below, the Proposed Actions are expected to result in benefits related to urban design conditions and visual resources.

The following section describes the anticipated urban design conditions in the future with the Proposed Actions. **Figures 8-6a** through **8-6s** provide renderings of modified pedestrian views of the Project Area in the With-Action condition as compared to the No-Action condition. As described in **Chapter 1**, the RWCDS for the Proposed Actions assumes that all With-Action development on the 54 projected development sites would attempt to maximize the permitted floor area, and would result in a net increase of 5,143 DUs, 286,507 sf of local retail space, 50,410 sf of destination retail, 453,426 sf of office space, 48,548 sf of medical office, and 73,168 gsf of other community facility space (excluding medical office) over 54 development sites in the Project Area. The Proposed Actions would also result in an incremental decrease of 3,500 sf of other commercial space, 81,000 sf of auto-related space, and 160,276sf of industrial space.

Primary Study Area (Project Area)

Atlantic Avenue Mixed-Use Subarea

Proposed Special Atlantic Avenue Mixed-Use District, C6-3A, M1-5/R9A, C6-4

Special Atlantic Avenue Mixed-Use District

A special purpose district known as the Special Atlantic Avenue Mixed-Use District would be mapped largely coterminous with the Project Area. The proposed special purpose district would modify certain underlying zoning regulations including use, streetscape and bulk regulations, and parking and loading regulations. The proposed special district is intended to establish a development framework around Atlantic Avenue and neighboring blocks to promote the growth of housing and employment centers around transit and foster an adequate range of services and amenities for residents, workers, and visitors; ensure a lively and attractive streetscape along Atlantic Avenue and other major corridors; and support a mix of residential, commercial, community facility, and light industrial uses. The proposed special district would also create special floor area and building-height regulations for some of the underlying zoning districts, discussed in further detail under each district description below.

In terms of urban design, to create an attractive and pedestrian-friendly environment and enhance activity along the major corridors of Atlantic, Vanderbilt, Bedford, Classon, and Grand Avenues, the proposed special purpose district would include supplemental ground-floor use regulations, which would require non-residential uses along the ground floors to a depth of 30 feet. This requirement would serve to foster a varied and walkable pedestrian experience and help activate and sustain the mixed-use character of street frontages with glazing and transparency for businesses that occupy space in new developments. Absent this modification, residential uses could be located on the ground floor, which would be an undesirable location for those living on busy major corridors such as Atlantic Avenue. Further, the modification would also prevent blank wall conditions for non-residential uses, which can result in an unattractive streetscape condition.

Additionally, to enhance the streetscape experience for pedestrians and ensure there is sufficient space for various users of the sidewalk, the special purpose district would require the street wall of new developments to set back approximately five feet from the property line along major corridors, such as Atlantic and Bedford Avenues. As such, the width between the street and streetwall ~~of sidewalks~~ c~~w~~ould increase to widths of between 15 to 20 feet. Without the special purpose district, the proposed underlying contextual zoning would require a development's street wall to locate at the street line. The special purpose district would also update previously approved street wall location regulations that apply along the portion of Atlantic Avenue and surrounding streets overlapping with the Project Area.

Moreover, because block frontages along Atlantic Avenue are 800 feet long, new developments with more than 100 feet of frontage would be required to provide recesses, projections, or other features that articulate the façade. In the absence of the special purpose district, larger developments with frontage along Atlantic Avenue could have a sheer, continuous wall up to the minimum base height with minimal articulation, resulting in long, flat street walls and poor streetscape conditions.

Lastly, the proposed special purpose district would create a CPC authorization to enable the traditional public plaza bonus available in high-density non-contextual districts to zoning lots greater than 25,000 square feet in contextual Commercial Districts and MX pairs with a residential equivalent of an R9A or R9X District.

In addition, the opportunity for these new open spaces can provide places for rest and play for new and existing residents of the neighborhood. Moreover, when provided can help break-up street walls on longer blocks of new developments. In conjunction with the FAR increase, an applicant could modify building certain plaza regulations to better adapt the design requirements to the unique character of the area or could modify certain bulk parameters so long as height modifications did not exceed 25% of the district's height. This authorization would enable new publicly accessible open spaces in a neighborhood that lacks adequate access to open space and has an existing walk-to-a-park gap.



With Action

Illustrative Rendering of Atlantic Avenue Looking West of Bedford Avenue

Proposed C6-3A

As shown in **Figure 8-7**, the Proposed Actions would rezone the south side of Atlantic Avenue between Vanderbilt and Nostrand Avenues and the north side of Atlantic Avenue between Classon and Nostrand Avenues in the Project Area as a C6-3A zoning district. C6-3A is a high-density commercial district (R9A equivalent) that allows a range of commercial uses as well as residential and community facility uses. C6-3A would increase the allowable density and would expand the allowable uses along these areas of Atlantic Avenue (which are currently zoned M1-1 and C6-2A), permitting residential and community facilities as well as a range of commercial uses in the existing M1-1.

The proposed Special Atlantic Avenue Mixed-Use District would modify the residential bulk regulations of the C6-3A district. Specifically, the C6-3A district, as modified, would allow residential uses up to an FAR of 9.0 with MIH. C6-3A districts permit a maximum commercial FAR of 6.0 and a community facility FAR of 7.5. C6-3A districts permit retail, and some commercial uses. Any residences within the C6-3A district must comply with the R9A bulk regulations and where MIH is mapped. With MIH, the C6-3A district would permit a maximum street wall height of 135 feet, above which the building must be set back, and a maximum height of 185 feet (up to 18 stories). A building setback of 10 feet would be required on wide streets above the street wall. and a setback of 15 feet would be required on narrow streets. Accessory off-street parking would be optional for residential uses.

The Proposed Actions would include flexible bulk envelopes to allow street wall and base height articulation, which would provide visual interest at the street level and break down the scale of larger developments. The pedestrian environment along Atlantic Avenue would be enhanced with requirements for active uses on ground floors, transparency, street wall setbacks and allow non-residential uses, including commercial and community facility uses, on upper floors.

An example of the anticipated development that would occur as a result of this district is Development Site 5 on the south side of Atlantic Avenue, where the existing one-story auto use is expected to be redeveloped with a 16-story residential building with ground floor retail space and an FAR of 8.99. The two-story church on Development Site 3 would be redeveloped with a 15-story building containing ground-level community facility space and residential space on the upper floors (8.49 FAR). On the north side of Atlantic Avenue, the existing one-story commercial building on Development Site 13 would be redeveloped with an 18-story building containing ground-level local retail space and residential space on the upper floors (8.89 FAR).

Sites that would be partially within the C6-3 district and partially within the M1-4/R6A district detailed below include Development Sites 4 and 6. It is expected that the existing one-story commercial building on Site 4 would be redeveloped with office space along Atlantic Avenue (17-stories tall) and residential uses along Pacific Street (seven-stories tall), with a total FAR of 5.33. Site 6 highlights another potential redevelopment possibility in this split zoning. It is expected that the existing one-story commercial building on Site 6 would be redeveloped with ground-floor local retail space and upper residential space along Atlantic Avenue (15-stories tall) and office uses along Pacific Street (five-stories tall), with a total FAR of 6.34.

The Proposed Actions would orient density in a manner that directs the highest density along Atlantic Avenue, a 120-foot-wide corridor providing access to light and air, while mapping portions beyond 100 feet of Atlantic Avenue to medium-density zoning districts based of the narrower width of streets and mid-block conditions. Overall, the Proposed Actions would establish zoning districts that would include height limitations and street wall provisions to ensure new buildings would support the vision of the AAMUP Community Vision and Priorities report and promote a walkable, mixed-use neighborhood with ground floor non-residential spaces to enhance the pedestrian experience.

Proposed M1-4A/R9A

As shown in **Figure 8-7**, the Proposed Actions would rezone the mid-block portion of the south side of Atlantic Avenue between Classon and Franklin Avenues as a mixed-use M1-4A/R9A zoning district. M1-4A is a manufacturing district that supports a mix of commercial and industrial uses. R9A is a high-density contextual residential district that permits residential and community facility uses and is designed to produce Quality Housing buildings. Mixed-use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. The proposed M1-4A/R9A district on this portion of Atlantic Avenue would expand the allowable uses and increase the permitted density of the area (which is currently zoned M1-1), including permitting residential and additional community facility and commercial uses.

As modified by the Special Atlantic Avenue Mixed Use-District, the M1-4A/R9A district would permit a maximum residential FAR of 9.0 with MIH, 7.5 FAR for community facility uses, and 5.0 FAR for commercial and manufacturing uses. With MIH, this district would also allow for a more flexible building envelope with a maximum street wall height of up to 135 feet, above which the building must setback, and a maximum building height of 185 feet (up to 18 stories). A building setback of 10 feet would be required on wide streets above the street wall, and a setback of 15 feet would be required on narrow streets. Off-street parking would be optional for residential uses.

An example of the anticipated development that would occur as a result of this district is Development Site 10 on the south side of Atlantic Avenue (partially located in an M1-3A/R6A district detailed below). It is expected that the existing parking lot of the site would be redeveloped with a 17-story residential building with ground-floor local retail space (5.96 FAR).

The Proposed Actions would include flexible bulk envelopes to allow street wall and base height articulation, providing visual interest at the street level and breaking down the scale of larger developments. Along Atlantic Avenue, the pedestrian environment would be enhanced with requirements for active uses on ground floors, transparency, and street wall setbacks. Additionally, non-residential uses, including commercial and community facilities, would be permitted on upper floors.

North-South Avenues Mixed-Use Subarea

Proposed M1-3A/R7D, C4-3A, C4-5D

Proposed M1-3A/R7D

The Proposed Actions would rezone the east and west sides of Grand Avenue between Bergen Street and south of Atlantic Avenue and the east and west sides of Classon Avenue between Dean Street and south of Atlantic Avenue as mixed-use M1-3A/R7D zoning districts (see **Figure 8-7**). As discussed above, M1-3A is a manufacturing district that supports a mix of commercial and industrial uses. R7D is a medium-density contextual residential district that permits residential and community facility uses and is designed to produce Quality Housing buildings. Mixed-use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. The proposed M1-3A/R7D district would increase the permitted density in these areas (which are currently zoned M1-1 and R7A/C2-4).

As modified by the proposed Special Atlantic Avenue Mixed-Use District, the M1-3A/R7D district would permit a maximum residential FAR of 5.6, when mapped with MIH, an FAR for commercial and industrial uses of up to 4.0, and up to 4.2 FAR for community facilities. Where MIH is mapped and on narrow streets, M1-3A/R7D districts permit maximum street wall height of 95 feet, above which the building must be set back, and a maximum height of 125 feet (up to 12 stories) as modified by the proposed Special Atlantic Avenue Mixed-Use District. A building setback of 10 feet would be required on wide streets and 15 feet on narrow streets above the street wall. Off-street parking would be optional for residential uses. The Proposed Actions would require that parcels developed under this zoning district along Grand Avenue and Classon Avenue include a non-residential ground floor to create a quality pedestrian experience. This would support the development of these avenues into a north-south commercial corridor, connecting the neighborhoods to the north and south.

Examples of the anticipated development that would occur as a result of mapping this district would occur on Development Sites 21, 29, 30, 34, and 35 on Grand Avenue and Development Sites 23, 24, and 31 on Classon Avenue. On the west side of Grand Avenue, the existing parking lot on Site 21 would be redeveloped with a nine-story (5.6 FAR) residential building with ground-floor local retail space, and the existing one- to three-story mixed-use buildings on Site 34 would be redeveloped with a 10-story (5.6 FAR) residential building with ground-floor local retail and community facility space.

On the east side of Grand Avenue, the existing one-story gym on Site 29 would be redeveloped with a nine-story (5.55 FAR) residential building with ground-floor local retail; the existing three-story office building on Site 30 would be enlarged into a five-story office building (4.0 FAR); and the existing two-story auto shop on Site 35 would be redeveloped with a seven-story (5.5 FAR) residential building with ground-floor local retail space.

On the west side of Classon Avenue, the existing one-story commercial building on Site 23 would be redeveloped with a seven-story (5.43 FAR) residential building with ground-floor local retail space, and the existing two-story auto shop on Site 24 would be redeveloped with a nine-story (5.58 FAR) residential building with ground-floor local retail space. On the east side of the avenue,

the vacant one- and two-story buildings on Site 31 would be redeveloped with a 10-story (5.47 FAR) residential building with ground floor local retail space.

Overall, the Proposed Actions would establish zoning districts that would include height limitations and ground floor non-residential spaces to enhance the pedestrian experience to ensure new buildings would support the vision of the AAMUP Community Vision and Priorities report and promote a walkable, mixed-use neighborhood.



With Action

Illustrative Rendering of Grand Avenue Looking north from Bergen Street

Proposed C4-3A

As shown in **Figure 8-7**, the Proposed Actions would rezone the east and west sides of Bedford Place as a C4-3A zoning district. C4-3A is a medium-density contextual commercial district (R6A residential district equivalent) that would increase the allowable density and allow a greater range of commercial uses as well as residential and community facility uses on Bedford Place (which is currently zoned M1-1). As modified by the proposed Special Atlantic Avenue Mixed-Use District, the C4-3A would permit a maximum residential FAR of 3.9 with MIH, a maximum commercial FAR of 3.40, and a community facility FAR of 3.0. With MIH, the Special Atlantic Avenue Mixed-Use District would permit a maximum height of 95 feet (up to 9 stories) in C4-3A. C4-3A permits retail and some commercial uses. A building setback of 10 feet would be required on wide streets

and a setback of 15 feet on narrow streets. Off-street parking would be optional for residential uses.

The Proposed Actions would respond to the existing lot configurations, street widths, and scale of some existing buildings along Bedford Place and Brevoort Place to the north by establishing the abovementioned base heights and building heights. It would create a transition from the existing zoning from the north to where greater base heights and building heights would be permitted, such as the C6-3A district along Atlantic Avenue.

Proposed C4-5D

The Proposed Actions would rezone the east and west sides of Bedford Avenue south of Herkimer Street as a C4-5D zoning district (see **Figure 8-7**). C4-5D is a medium-density commercial district (R7D residential district equivalent) that would expand the allowable uses and increase the permitted density on this portion of Bedford Avenue (which is currently zoned M1-1). The proposed C4-5D district would permit residential and community facility uses as well as a range of commercial uses.

C4-5D permits a maximum commercial FAR of 4.2 and a community facility FAR of 4.2, as well as a maximum residential FAR of 5.6 with MIH. C4-5D districts permit retail and some commercial uses. Any residences within the C4-5D district must comply with the R7D bulk regulations and, where MIH is mapped, with the mandatory affordable housing requirements pursuant to the MIH program. With MIH, C4-5D districts permit a maximum street wall height of 95 feet, above which the building must be set back, and a maximum height of 125 feet (up to 12 stories) as modified by the proposed Special Atlantic Avenue Mixed-Use District. A building setback of 10 feet would be required on wide streets above the street wall, and 15 feet would be required on narrow streets. Off-street parking would be optional for residential uses.

Along Bedford Avenue, the Proposed Actions would create a consistent and active streetscape with active ground-floor uses. It would enhance the existing character of the corridor by continuing the active corridor from Fulton Street where the similar base heights and building heights would be permitted, such as the existing C4-5D districts. Additionally, the Proposed actions would create a transition from the existing zoning from the north to where greater base heights and building heights would be permitted, such as the C6-3A district along Atlantic Avenue.

Special Mid-Block Mixed-Use Subarea

Proposed M1-1A/R6B, M1-2A/R6A

Proposed M1-1A

As shown in **Figure 8-7**, the Proposed Actions would rezone the mid-block on the north side of Herkimer Place as a mixed-use M1-1A/R6B zoning district. As discussed above, M1-1A is a manufacturing district that supports a mix of low-rise commercial and industrial uses. R6B is a medium-density contextual residential district that permits residential and community facility uses and is designed to produce Quality Housing buildings. Mixed-use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. The proposed M1-1A/R6B district on the north side of Herkimer

Place would expand the allowable uses and increase the permitted density in this area (which is currently zoned M1-1), including permitting residential and additional community facility and commercial uses.

As modified by the proposed Special Atlantic Avenue Mixed-Use District, the M1-1A/R6B district on the north side of Herkimer Place would permit a maximum residential FAR of 2.4 with MIH, an FAR of up to 2.0 for commercial/industrial uses, and an FAR of 2.0 for community facility uses. For mixed-use buildings combining residential and non-residential uses, the M1-1A/R6A district would increase the total allowable FAR to 3.0. With MIH, this district would also allow for a more flexible building envelope with a maximum street wall height of 65 feet and a maximum building height of 95 feet. A building setback of 10 feet would be required on wide streets above the street wall, and a setback of 15 feet would be required on narrow streets. Accessory off-street parking would be optional for residential uses.

Proposed M1-2A/R6A

The Proposed Actions would rezone the two mid-block portions of the north side of Bergen Street between Grand and Franklin Avenues, the mid-block portions of the north and south sides of Dean and Pacific Streets between Grand and Franklin Avenues, and the east and west sides of Franklin Avenue between Pacific Street and Atlantic Avenue as mixed-use M1-2A/R6A zoning districts (see **Figure 8-7**). As discussed above, M1-2A is a manufacturing district that supports a mix of low-rise commercial and industrial uses. R6A is a medium-density contextual residential district that permits residential and community facility uses and is designed to produce Quality Housing buildings. Mixed-use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building.

As modified by the proposed Special Atlantic Avenue Mixed-Use District, the M1-2A/R6A districts would permit a maximum residential FAR of 3.9 with MIH, 3.0 FAR for commercial and industrial uses, and 3.0 FAR for community facility uses. For mixed-use buildings combining residential and non-residential uses, the M1-2A/R6A district would increase the total allowable FAR to 5.0. Buildings within the M1-2A/R6A areas would be allowed a bulk envelope with a maximum street wall height of 95 feet, above which the building must be set back, and a maximum building height of 125 feet. A building setback of 10 feet would be required on wide streets above the street wall, and a setback of 15 feet would be required on narrow streets. Accessory off-street parking would be optional for residential uses.

The Proposed Actions would include flexible bulk envelopes to allow street wall and base height articulations, providing visual interest at the street level and breaking down the scale of larger developments. Examples of this ground-floor variety can be found in Development Sites 7, 25, 26, 27, and 28. Currently Site 7 contains a one-story commercial building, Site 25 has a one-story auto repair shop and parking lot, and Sites 26, 27, and 28 are parking lots. It is expected that all of these sites will be redeveloped with nine- to 11-story residential buildings (4.82 to 4.95 FAR) with varying ground floor uses. Site 7 would contain ground-floor community facility space; Site 25 would have ground-floor office space; Sites 26 and 27 would have ground-floor local retail spaces; and Site 28 would have light industrial space on the ground floor and office space on the second floor.



With Action

Illustrative Rendering of Bergen Street Looking west towards Classon Street

Residential Subarea

Proposed R7A, R7A/C2-4, R7D, R7-2

Proposed R7A

As shown in **Figure 8-7**, the Proposed Actions would rezone a portion of the mid-block on the south side of Pacific Street east of Franklin Avenue as an R7A zoning district. R7A is a medium-density contextual residential district that would increase the permitted density and allowable building height in this section of Pacific Street (which is currently zoned R6A). As modified by the proposed Special Atlantic Avenue Mixed Use-District, the R7A district would permit greater density and have a maximum residential FAR of up to 5.0 with MIH. Community facilities would have a maximum FAR of 4.0. With MIH, this district would also allow for a more flexible building envelope with a maximum street wall height of 85 feet, above which the building must be set back, and a maximum building height of 115 feet. A building setback of 10 feet would be required on

wide streets above the street wall, and a setback of 15 feet would be required on narrow streets. Accessory off-street parking would be optional for residential uses.



Illustrative rendering of a proposed Non-Profit-Owned Site: 1134-1142 Pacific Street

Proposed R7A/C2-4

The Proposed Actions would rezone the east side of Franklin Avenue between Dean and Pacific Streets as an R7A zoning district with a C2-4 commercial overlay (see **Figure 8-7**). As discussed above, R7A is a medium-density contextual residential district. As modified by the proposed Special Atlantic Avenue Mixed Use-District, the R7A district would permit greater density and have a maximum residential FAR of up to 5.0 with MIH. Community facilities would have a maximum FAR of 4.0. With MIH, this district would also allow for a more flexible building envelope with a maximum street wall height of 85 feet, above which the building must be set back, and a maximum building height of 115 feet. A building setback of 10 feet would be required on wide

streets above the street wall, and a setback of 15 feet would be required on narrow streets. Accessory off-street parking would be optional for residential uses.

The C2-4 overlay would be mapped to bring existing ground-floor commercial uses into conformance with zoning and to allow additional commercial uses to occupy space and expand. C2-4 commercial overlays in R7A districts allow for up to 2.0 FAR of local retail uses in stand-alone commercial buildings or on the ground-floor of mixed-use buildings. C2-4 overlays permit a range of conventional retail and services, along with some repair and entertainment uses.

Proposed R7D

As shown in **Figure 8-7**, the Proposed Actions would rezone the portions of Dean and Bergen Streets in the Prospect Heights subarea as R7D zoning districts. As discussed above, R7D is a medium-density, contextual residential district that would allow residential uses of all types and community facility uses and is designed to produce Quality Housing buildings. It would increase the allowable density and permit a maximum residential FAR of 5.6, when mapped with Inclusionary housing, and a 4.2 FAR for community facilities. With MIH, R7D districts permit a maximum street wall height of 95 feet, above which the building must be set back, and a maximum height of 125 feet (up to 12 stories) as modified by the proposed Special Atlantic Avenue Mixed-Use District. A building setback of 10 feet would be required on wide streets above the street wall, and a setback of 15 feet would be required on narrow streets. Off-street parking would be optional for residential uses.

In the With Action condition, Projected Development Sites 46 and 47, (the “542 Dean Street and 516 Bergen Street” site respectively) would be compatible with respect to the varied scale that exists along Flatbush Avenue and Sixth Avenue, including the nine-story warehouse building at 491 Bergen Street, the nine-story residential building at 700 Pacific Street, and the nineteen-story mixed-use building along Carlton Avenue and Pacific Street at 535 Carlton Avenue.

Compared with the No Action condition, in the With Action condition, Projected Development Site 46 would be developed with a new building, replacing an existing parking lot and on Projected Development Site 47 would be developed with a new building, replacing an existing satellite office for NYC HPD’s Emergency Repair Program. The developments would include contextual height limits, active ground floor uses and base height limits to ensure that the new building would relate to the existing context of the surrounding area.



Illustrative Rendering of UDAAP site: 542 Dean Street - Park Edge project



Illustrative Rendering of UDAAP site: 542 Dean Street - Park Edge project



Illustrative Rendering of UDAAP site: 516 Bergen Street - Bergen Green project

Proposed R7-2

As shown in **Figure 8-7**, the Proposed Actions would rezone the western portion of a block fronting Halsey Street, Nostrand Avenue, and Macon Street as an R7-2 zoning district. R7-2 is a medium-density, non-contextual residential district that would increase the permitted residential and community facility density of the area (which is currently zoned R6A and R6B). R7-2 districts permit a maximum residential FAR of 4.6 with MIH and a maximum FAR for community facilities up to 6.5. Where MIH is mapped, R7-2 districts permit a maximum street wall height of 75 feet, above which the building must be set back, may rise to a maximum height of 135 feet (up to 13 stories). A building setback of 10 feet would be required on wide streets above the street wall, and a setback of 15 feet would be required on narrow streets. Off-street parking would be required for 50 percent of the dwelling units in the building. For IRHUs, there are no parking spaces required inside the Transit Zone.

MANUFACTURING (ARMORY) SUBAREA

Proposed M1-3A

As shown in **Figure 8-7**, the Proposed Actions would rezone the eastern portion of the north side of Pacific Street west of Bedford Avenue, the western side of Bedford Avenue between Pacific

Street and Atlantic Avenue, and the eastern portion of the south side of Atlantic Avenue west of Bedford Avenue as an M1-3A zoning district. M1-3A is a manufacturing districts that allows a range of commercial, industrial, and community facility uses. M1-3A districts permit a maximum FAR of 4.0 for commercial and industrial uses and a maximum FAR of 4.8 for community facility uses. Buildings may rise to a maximum base height of 95 feet and a maximum building height of 125 feet.



Atlantic Avenue Mixed-Use Plan

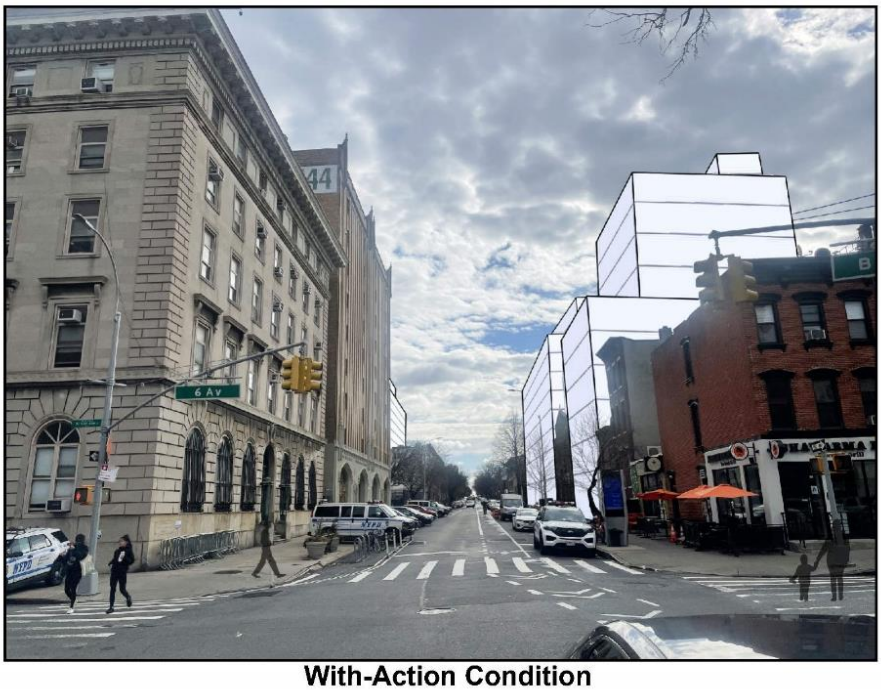
Figure 8-6a
Urban Design Comparison Views

Atlantic Avenue Mixed-Use Plan **Figure 8-6b**

Conceptual Comparison of No-Action and With-Action Conditions
#1: View east on Bergen Street from 6th Avenue



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6c**

Conceptual Comparison of No-Action and With-Action Conditions
#2: View east on Atlantic Avenue from Underhill Avenue



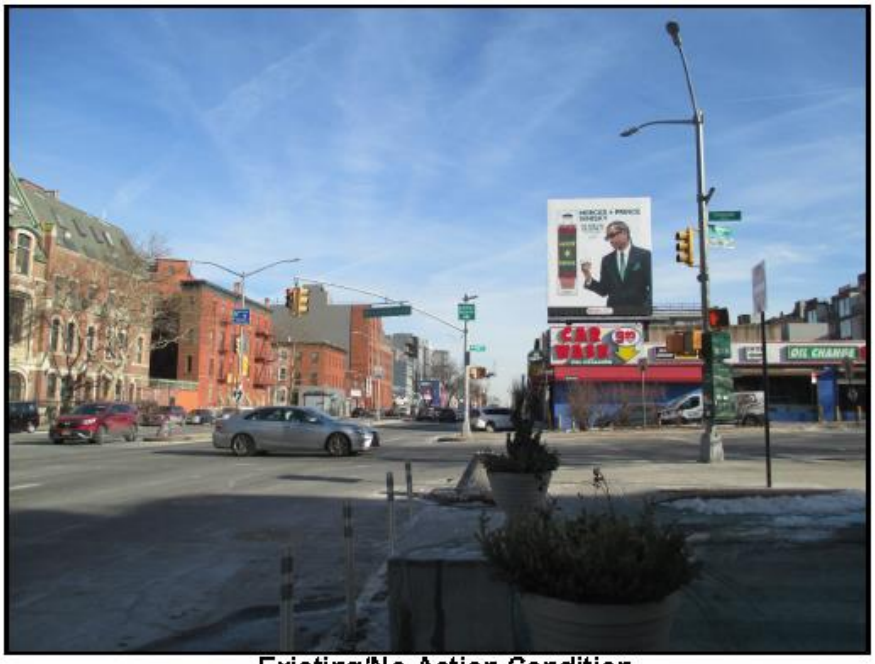
Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6d**

Conceptual Comparison of No-Action and With-Action Conditions
#3: View east on Atlantic Avenue from Underhill Avenue



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6e**

Conceptual Comparison of No-Action and With-Action Conditions
#4: View east on Dean Street from east of Washington Avenue



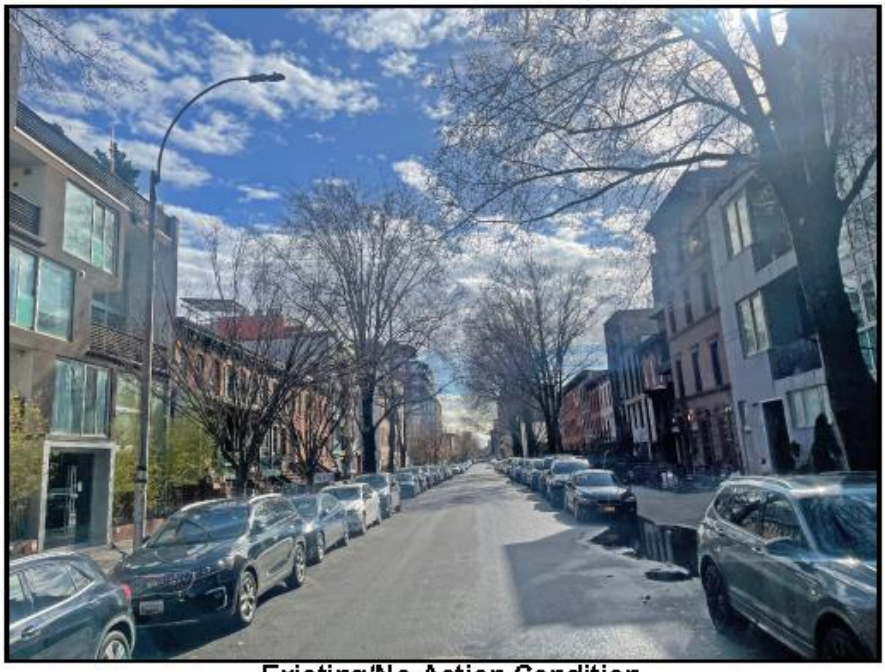
Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6f**

Conceptual Comparison of No-Action and With-Action Conditions
#5: View east on Pacific Street from east of Washington Avenue



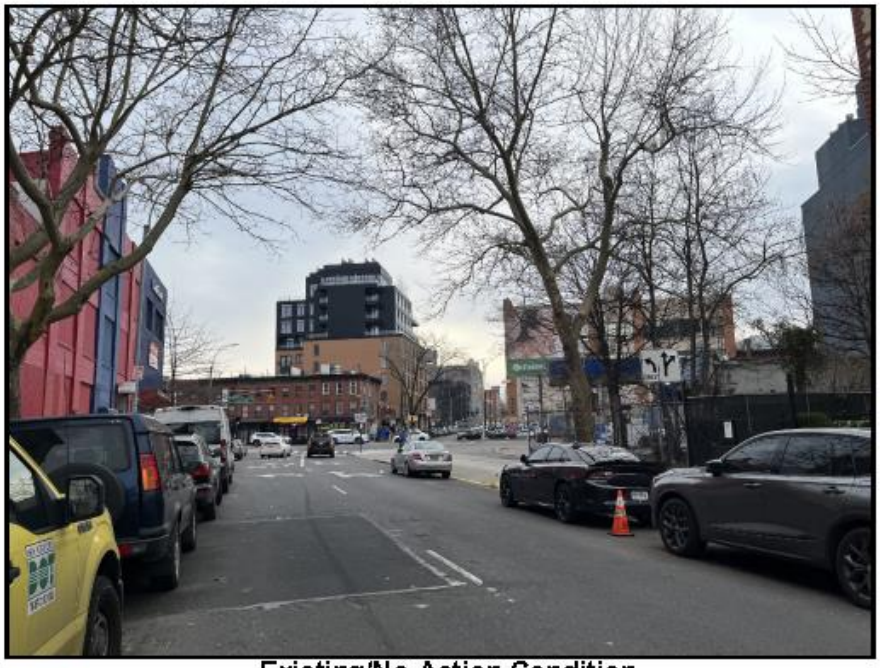
Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6g**

Conceptual Comparison of No-Action and With-Action Conditions
#6: View south on Grand Avenue from Lefferts Place



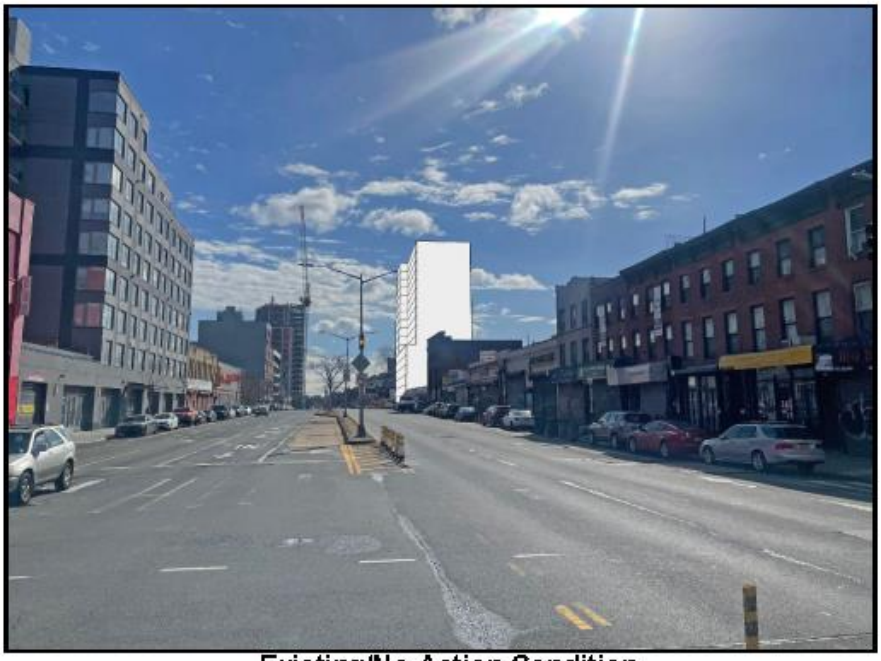
Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6h**

Conceptual Comparison of No-Action and With-Action Conditions
#7: View east on Atlantic Avenue from east of Grand Avenue



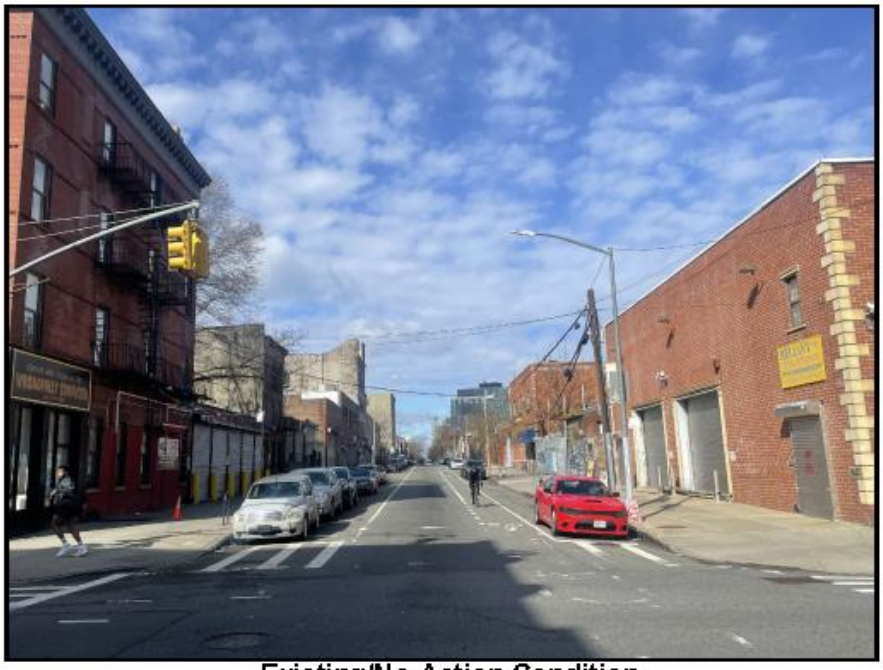
Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6i**

Conceptual Comparison of No-Action and With-Action Conditions
#8: View west on Dean Street from east of Classon Avenue



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6j**

Conceptual Comparison of No-Action and With-Action Conditions
#9: View north on Classon Avenue from east of Bergen Street



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6k**

Conceptual Comparison of No-Action and With-Action Conditions
#10: View east on Pacific Street from west of Classon Avenue



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6l**

Conceptual Comparison of No-Action and With-Action Conditions
#11: View east on Lefferts Place from Franklin Avenue



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6m**

Conceptual Comparison of No-Action and With-Action Conditions
#12: View west on Atlantic Avenue from Franklin Avenue



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan — Figure 8-6n

Conceptual Comparison of No-Action and With-Action Conditions
#13: View west on Dean Street from Franklin Avenue



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6o**

Conceptual Comparison of No-Action and With-Action Conditions
#14: View west on Pacific Street from Bedford Avenue



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6p**

Conceptual Comparison of No-Action and With-Action Conditions
#15: View south on Bedford Avenue from Fulton Street



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6q**

Conceptual Comparison of No-Action and With-Action Conditions
#16: View east on Macon Street from west of Nostrand Avenue



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6r**

Conceptual Comparison of No-Action and With-Action Conditions
#17: View west on Herkimer Place from west of Nostrand Avenue



Existing/No-Action Condition



With-Action Condition

Atlantic Avenue Mixed-Use Plan **Figure 8-6s**

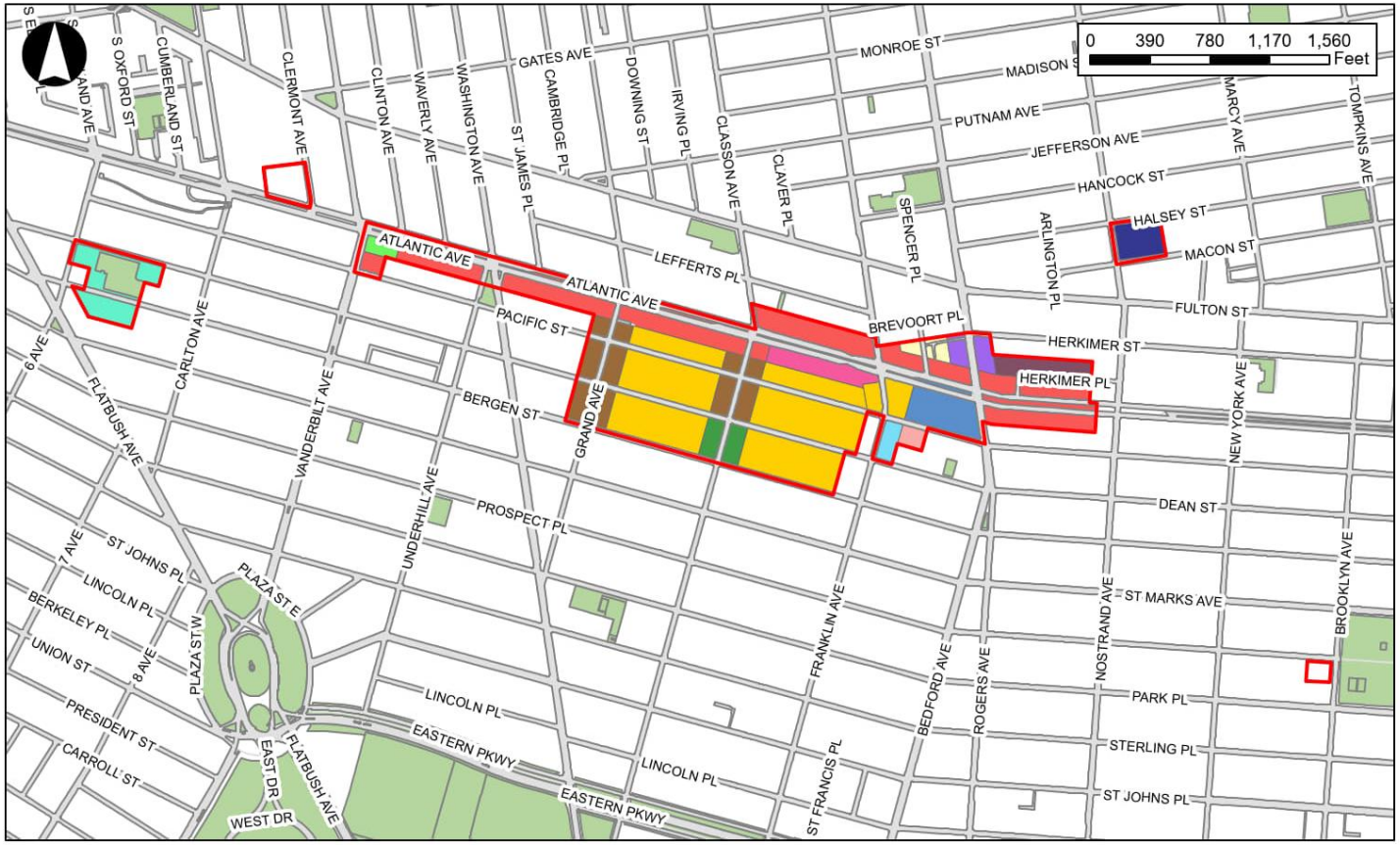
Conceptual Comparison of No-Action and With-Action Conditions
#18: View northwest on Atlantic Avenue from west of Nostrand Avenue



Existing/No-Action Condition



With-Action Condition



Atlantic Avenue Mixed-Use Plan

Figure 8-7
Proposed Zoning

*This figure has been updated for the FEIS.

Secondary Study Area

The Proposed Actions are area-specific and would not result in any new development in the surrounding secondary study area as compared to No-Action condition.

Assessment

The Proposed Actions would not have a significant adverse impact related to urban design or visual resources. The Proposed Actions would facilitate development that is not currently permitted as-of-right in the Project Area, which would create a notable change in the urban design character of the area. Compared to the future without the Proposed Actions, the visual appearance, and thus the pedestrian experience, in the vicinity of the Project Area would change considerably. However, this change would not constitute a significant adverse urban design impact because it would not negatively affect a pedestrian's experience of the area. Rather, development facilitated by the Proposed Actions is expected to positively affect the urban design of the area, improving the pedestrian experience in and surrounding the Project Area. The Proposed Actions would facilitate the construction of active lower level uses in the Project Area, including retail and community facility spaces, residential and office lobbies, and light industrial uses, reactivating the corridors of the area. The Proposed Actions would result in a more accessible, safe, and enjoyable experience for pedestrians in the Project Area through the incorporation of special zoning regulations along Atlantic Avenue promoting wider sidewalks, varied building setbacks, and street frontages with glazing and transparency requirements.

As described further in **Chapter 2, Land Use, Zoning, and Public Policy**, the Proposed Actions would generate land uses that would be compatible with the existing zoning and land uses of the 0.25-mile secondary study area surrounding the Project Area. The Proposed Actions would result in development that would create continuous streetscapes for pedestrians along the corridors of the Project Area, replacing underutilized properties with active lower-level spaces, activating the surrounding streetscapes and improving the pedestrian experience. The new land uses generated by the Proposed Actions would support the existing residential populations of adjacent neighborhoods in the secondary study area.

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

Although the Proposed Actions would not result in any new development in the secondary study area, many of the projected and potential development sites located at or near the edges of the Project Area would be visible from certain sections of the secondary study area. However, the Proposed Actions would orient density in a manner that directs the highest density along Atlantic Avenue, a 120-foot-wide thoroughfare, while medium density zoning districts would be mapped on portions beyond 100 feet of Atlantic Avenue based on the established narrower widths of street and mid-block, side street conditions of the surrounding area. The With-Action developments would introduce residential, commercial, and community facility uses to the Project Area, drawing

pedestrians to the area and enlivening the public realm in the Project Area and its immediate vicinity. The anticipated new development would contain a mix of active ground-floor spaces, which would be visible when looking towards the Project Area from many secondary study area streets in proximity.

As such, while the Proposed Actions would result in a notable change in the urban design of the Project Area and would alter some views of the neighborhood from the secondary study area, these changes would not be significant or adverse, but rather, are expected to vastly improve the pedestrian experience within and surrounding the area.