ENVIRONMENTAL ASSESSMENT STATEMENT

197 Berry Street Rezoning

CEQR No. 24DCP002K

Applicant:
Bensing 250 LLC

Lead Agency:
New York City Department of City Planning

Prepared by:
Philip Habib & Associates

30 June 2023

197 Berry Street Rezoning

Environmental Assessment Statement (EAS)

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ENVIRONMENTAL ASSESSMENT STATEMENT SHORT FORM

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

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 197 Berry Street Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency) 24DCP002K	BSA REFERENCE NUMBER (if applicable)
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY New York City Department of City Planning			NAME OF APPLICANT Bensing 250 LLC		
NAME OF LEAD AGENCY CONTACT PERSON Stephanie Shellooe, AICP, Director, EARD			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON Abraham Bennum		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 1120 Ave of the Americas		
CITY New York	STATE NY	ZIP 10271	CITY New York	STATE NY	ZIP 10036
TELEPHONE 212-720-3328	EMAIL sshellooe@planning.nyc.gov		TELEPHONE 212-765-2814	EMAIL abennun@ethikacapital.com	

5. *Project Description*

The Applicant, Bensing 250 LLC, is proposing to rezone the southern half of Brooklyn Block 2351 (the "Project Area") from M1-2/R6B (MX-8) to M1-4/R6B (MX-8) (the "Proposed Action"), in order to eliminate the commercial accessory parking requirement for the "Development Site" (Lot 7501). The proposed zoning district boundary would be located at the center line of the block, such that the Project Area would encompass the majority of the Applicant-owned Development Site and a small portion of the non-Applicant controlled Lot 6 to the north. The split lot regulations of the Zoning Resolution would allow the parking and loading regulations of the proposed M1-4/R6B district to be applied to the Applicant's entire zoning lot (the Development Site) under these conditions. The Development Site is currently occupied by a three- and five-story mixed-use residential and commercial building with three cellar levels, containing residential dwelling units, three local retail establishments, and a 142-space accessory parking garage accessible from Berry Street. Of the 142 accessory spaces in the garage, 100 are required accessory spaces for commercial uses in the building and 42 are required accessory spaces for residential uses in the building. The Proposed Action would allow an approximately 18,000 sf portion of the existing parking garage, containing accessory commercial parking spaces, to be converted to a below-grade commercial locker self-storage facility. The reduced-size 42-space garage would remain in operation as an accessory parking facility for residents of the Development Site. It is expected that any excess parking demand as a result of the Proposed Action would be met by the various on- and off-street parking facilities located in the surrounding area. The Development Site's residential and retail uses would remain the same as under existing conditions.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 1	STREET ADDRESS 197 Berry Street
TAX BLOCK(S) AND LOT(S) Block 2351, Lot 1		ZIP CODE 11249
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS North 3rd Street to the south, North 4th Street to the north, Berry Street to the west, and Bedford Avenue to the east		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY M1-2/R6B (MX-8) Special Mixed Use District		ZONING SECTIONAL MAP NUMBER 12c

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

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

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

☐ VARIANCE (use)

☐ VARIANCE (bulk)

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

***Department of Environmental Protection*:** ☐ YES ☒ NO ☐ Cogeneration Facility ☐ Title V Permit

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

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

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

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

***State or Federal Actions/Approvals/Funding*:** ☐ YES ☒ NO If "yes," specify:

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

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

☒ SITE LOCATION MAP	☒ ZONING MAP	☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP	☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)	

☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): 44,400 sf (area being rezoned)

Waterbody area (sq. ft) and type: 0

Roads, buildings, and other paved surfaces (sq. ft.): 44,400 sf

Other, describe (sq. ft.): 0

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 18,000 sf (portion of sub-cellar level of the 169,939 gsf existing building)

NUMBER OF BUILDINGS: N/A – conversion of portion of subcellar level of an existing building

GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 18,000 sf (area of subcellar garage being converted to commercial locker self-storage)

HEIGHT OF EACH BUILDING (ft.): N/A

NUMBER OF STORIES OF EACH BUILDING: N/A

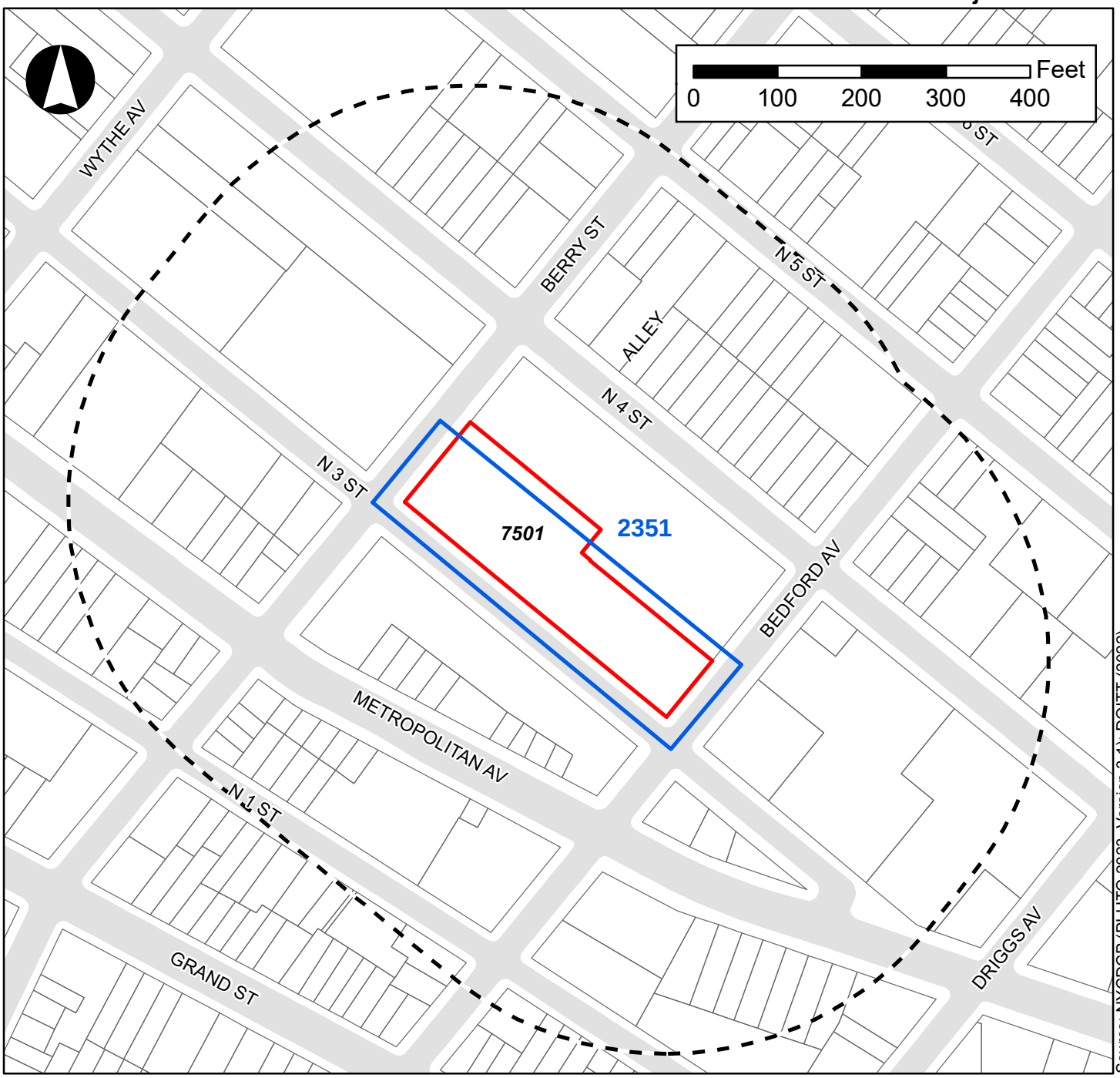
***Note: The Proposed Action would allow a use conversion for a portion of the accessory garage within an existing mixed-use building to a self-storage facility**

Does the proposed project involve changes in zoning on one or more sites? ☒ YES ☐ NO

If "yes," specify: The total square feet owned or controlled by the applicant: approximately 39,200

The total square feet not owned or controlled by the applicant: approximately 5,200

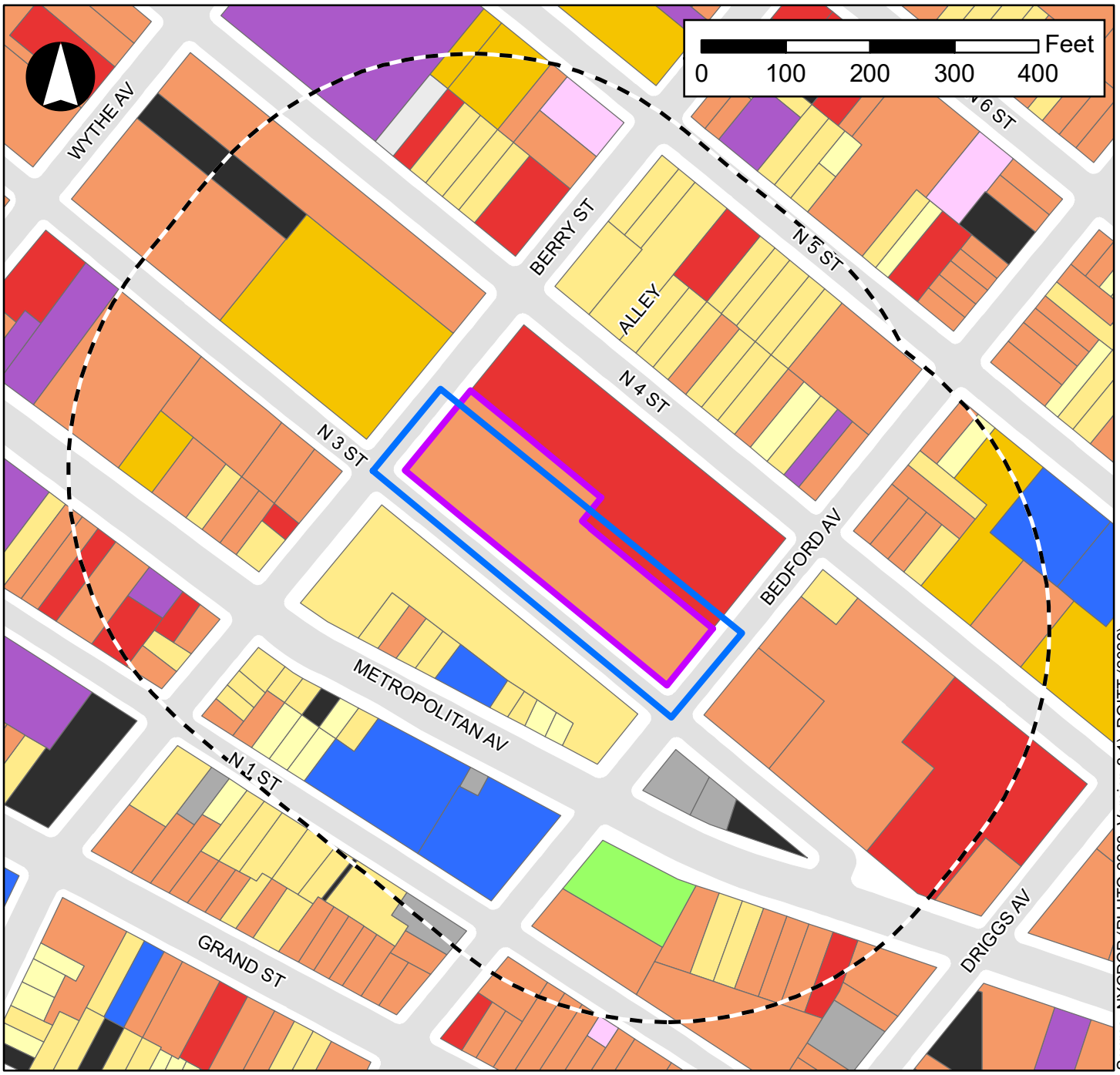
Figure 1
Project Location



Legend

- Project Area
- 400-Foot Radius
- Development Site
- 2351 Blocks
- 7501 Lots



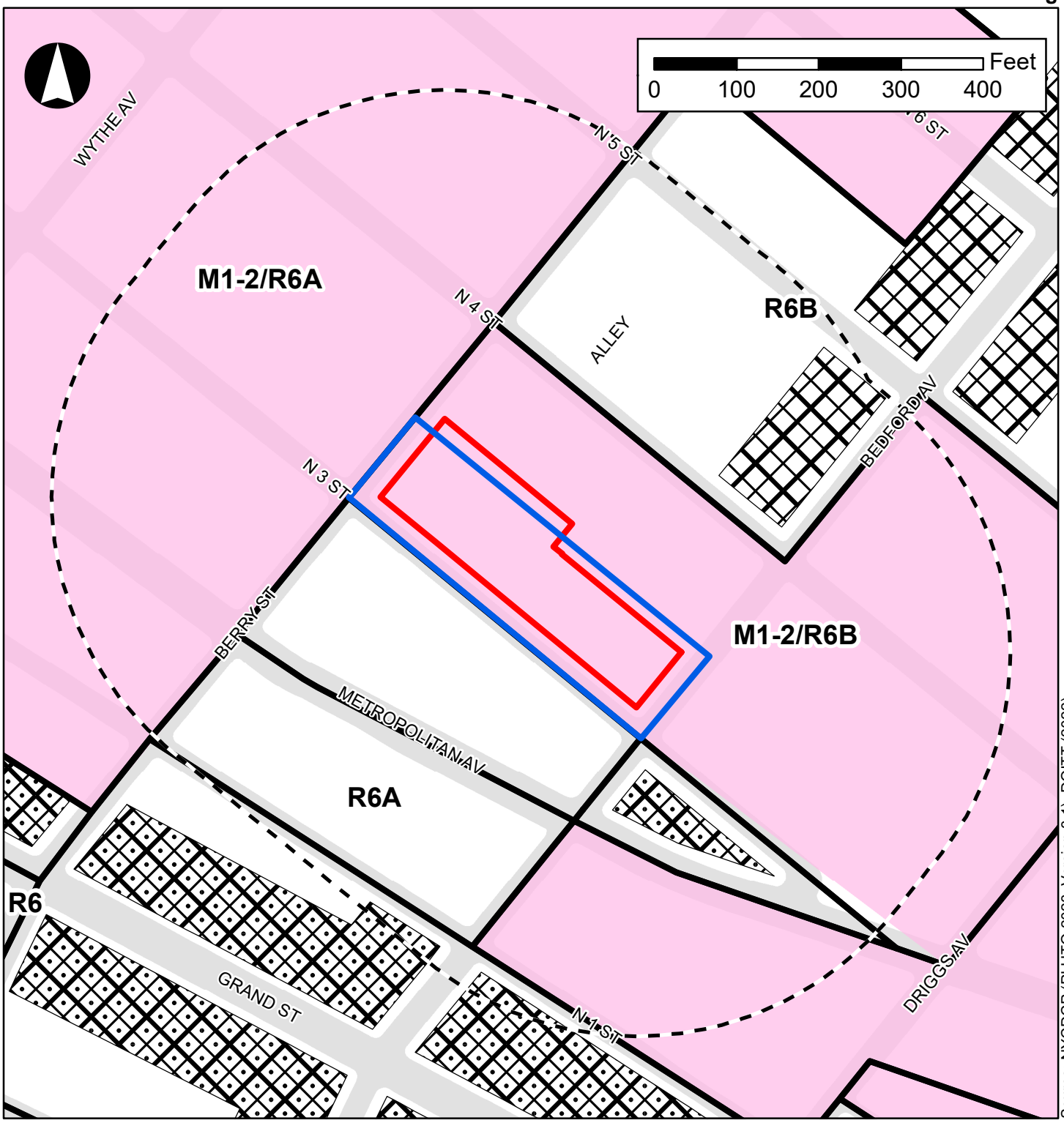


Legend

- Project Area
- Development Site
- 400-Foot Radius

Land Use

- One & Two Family Buildings
- Multi-Family Walkup Buildings
- Multi-Family Elevator Buildings
- Mixed Residential/Commercial Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Other or No Data



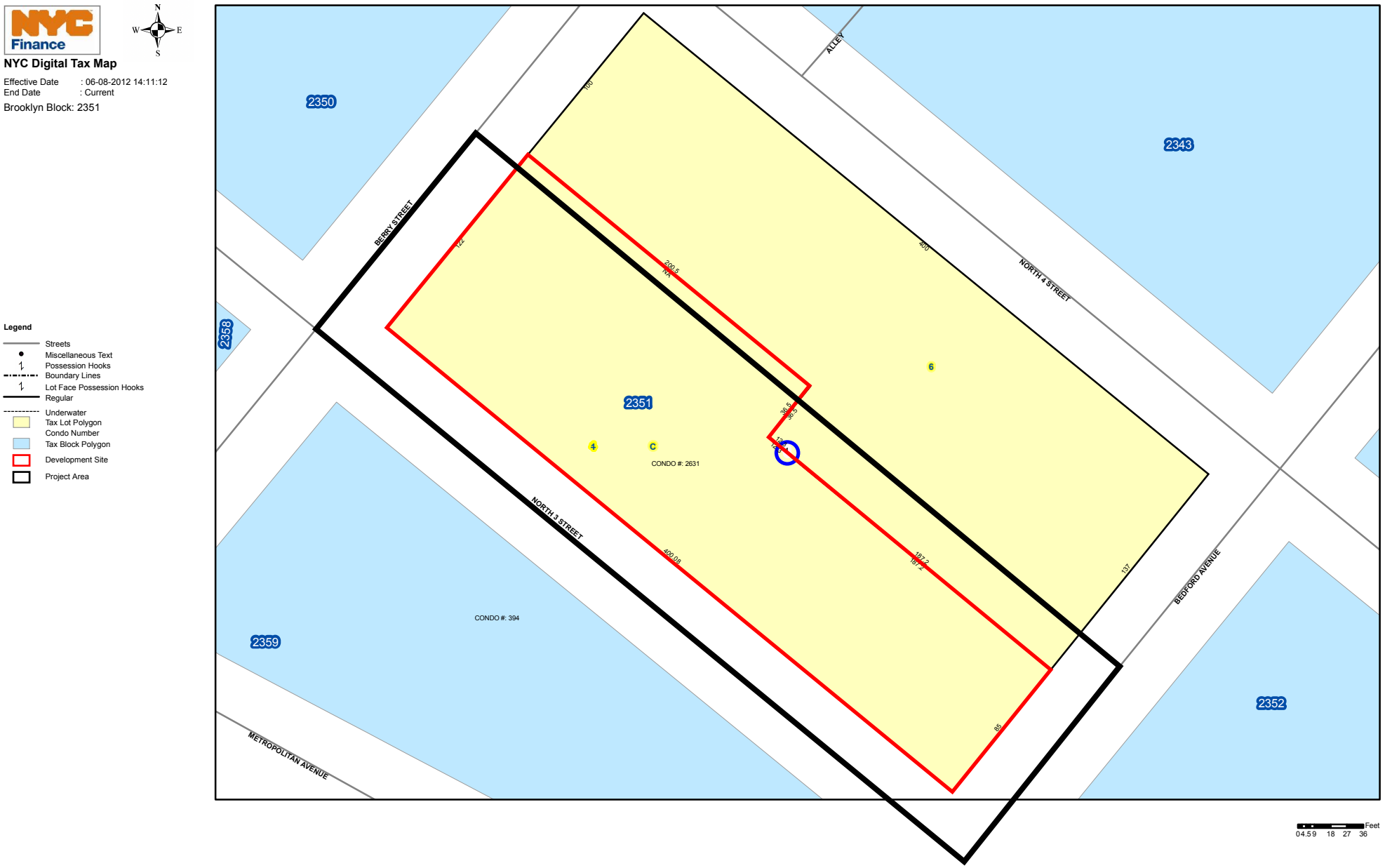
Source: NYCDCP (PLUTO 2023, Version 3.1); DOITT (2022)

Legend

- Project Area
- Development Site
- Zoning District Boundaries
- Special Mixed Use District (MX-8)

Commercial Overlay

- C1-4
- C2-4



197 Berry Street Rezoning

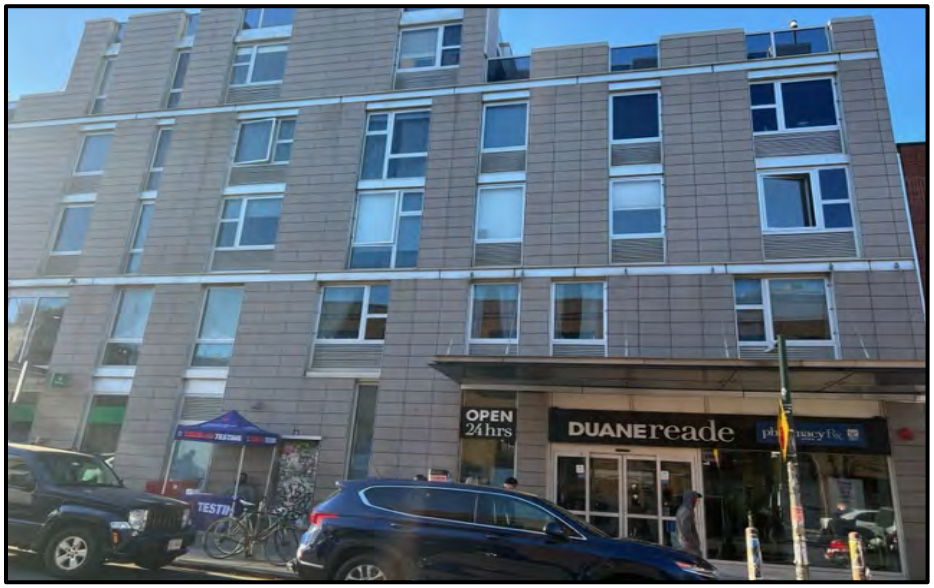
Figure 4
Tax Map



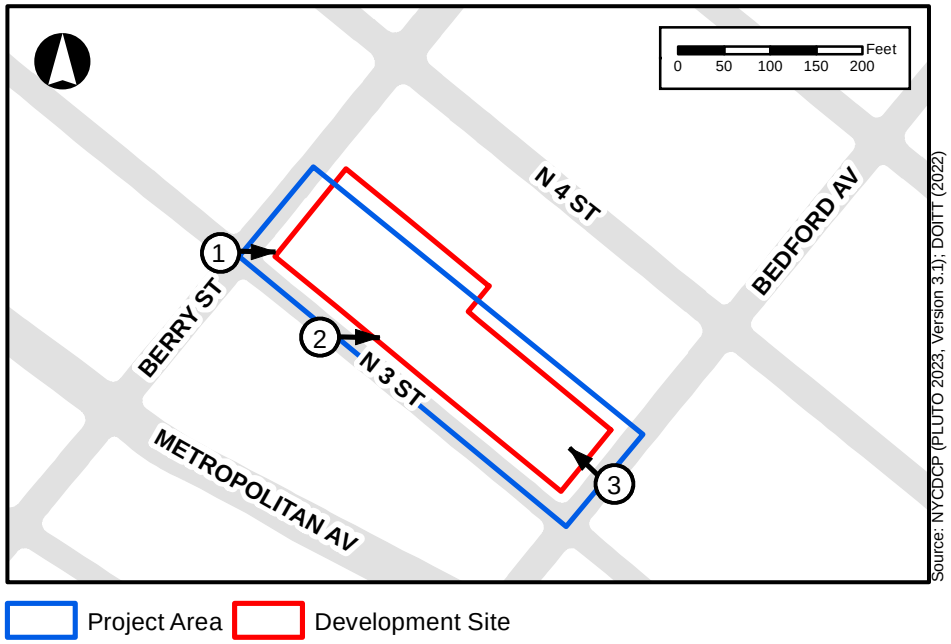
1. Looking east towards the Development Site from the intersection of Berry Street and North 3rd Street.



2. Looking east towards the Development Site along the midblock of North 3rd Street between Berry Street and Bedford Avenue.



3. Looking west towards the Development Site along Bedford Avenue.





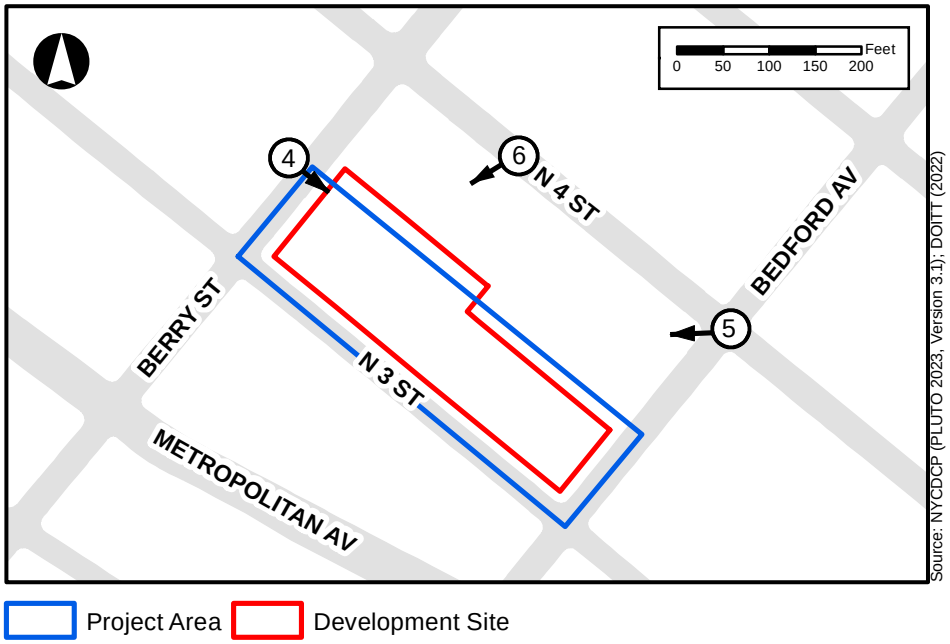
4. Looking east towards the entrance of the Development Site's sub-cellar parking garage at the midblock of Berry Street between North 3rd Street and North 4th Street.



5. Looking west towards the Whole Foods neighboring the Development Site at the intersection of Bedford Avenue and North 4th Street.



6. Looking southwest towards the existing building neighboring the Development Site with ground floor retail stores and office space on the second level.



Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☐ YES ☒ NO

If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):

AREA OF TEMPORARY DISTURBANCE: 0 sq. ft. (width x length) VOLUME OF DISTURBANCE: 0 cubic ft. (width x length x depth)

AREA OF PERMANENT DISTURBANCE: 0 sq. ft. (width x length)

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

***Note: The Proposed Action would allow a use conversion for a portion of the accessory garage within an existing mixed-use building to a self-storage facility**

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	0 gsf	18,000 gsf	0	0
Type (*e.g.,* retail, office, school)	0 units	Self storage facility	N/A	N/A

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO

If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 0 NUMBER OF ADDITIONAL WORKERS: 2

Provide a brief explanation of how these numbers were determined: Information provided by the Applicant.

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.

Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO

If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:

9. *Analysis Year* CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2025

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 12 months

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: Refer to Attachment B, "Supplemental Screening"

10. *Predominant Land Use in the Vicinity of the Project* (check all that apply)

☒ RESIDENTIAL ☒ MANUFACTURING ☒ COMMERCIAL ☒ PARK/FOREST/OPEN SPACE ☒ OTHER, specify: Transportation/Utility; Public Facilities; Parking Facilities; and Vacant Land

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach.		
(e) Is the project a large, publicly sponsored project?	☐	☒
○ If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
○ If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
○ Generate a net increase of 200 or more residential units?	☐	☒
○ Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
○ Directly displace more than 500 residents?	☐	☒
○ Directly displace more than 100 employees?	☐	☒
○ Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
○ **Early Childhood Programs:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
○ **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
○ **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	☐	☒
(b) Would the project generate more than 200 additional residents or 500 additional employees?	☐	☒
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☐	☒
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		

	YES	NO
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☐	☒
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources.		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☐	☒
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
○ If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
○ If "yes," complete the Jamaica Bay Watershed Protection Plan Project Tracking Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials? See Attachment B, "Supplemental Screening"	☐	☒
(b) Would the proposed project introduce new activities or processes using hazardous materials and increase the risk of human or environmental exposure?	☐	☒
(c) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	☐	☒
(d) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in the Hazardous Materials Appendix (including nonconforming uses)?	☐	☒
(e) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	☐	☒
(f) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (*e.g.*, gas stations, oil storage facilities, heating oil storage)?	☐	☒
(g) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	☐	☒
(h) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	☐	☒
(i) Has a Phase I Environmental Site Assessment been performed for the site?	☐	☒
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	☐	☒
(j) Based on the Phase I Assessment, is a Phase II Investigation needed?	☐	☒
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day? Since the Proposed Action would convert part of an existing accessory parking garage within an existing building to a commercial self-storage use, the net increment for water demand would be 0.	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒

	YES	NO
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☒
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☒
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): (2 self-storage employees x 29 pounds per week*) = 58 pounds per week * Refer to pg. 13-2 in chapter 13 of the Self-storage Text Amendment (CEQR No. 17DCP119Y and ULURP Nos. N170425ZRY and N170425(A)ZRY dated October 20,2017)		
○ Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): Since the Proposed Action would convert part of an existing accessory parking garage within an existing building to a commercial self-storage use, the net increment for energy use would be 0.		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☒
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☐	☒
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
○ Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☒
○ Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?	☐	☒
○ Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☐	☒
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop, or Citywide Ferry Service landing?	☐	☒
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☐	☒
○ If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed)	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☐	☒
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☐
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic? See Attachment B, "Supplemental Screening"	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 114 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☐	☒

	YES	NO
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	☐	☒
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. The Proposed Action is not expected to result in any significant adverse impacts in any of the technical areas related to neighborhood character, including land use, zoning, and public policy, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise. Therefore, the Proposed Action would not result in a significant adverse impact to neighborhood character, and further analysis is not warranted.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
○ Construction activities lasting longer than two years?	☐	☒
○ Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
○ Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☐	☒
○ Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
○ The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
○ Closure of a community facility or disruption in its services?	☐	☒
○ Activities within 400 feet of a historic or cultural resource?	☐	☒
○ Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
○ Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	DATE
Abir Sabet, AICP	6/30/23

SIGNATURE



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

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

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

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

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

2. Are there any aspects of the project relevant to the determination of whether the project may have a significant impact on the environment, such as combined or cumulative impacts, that were not fully covered by other responses and supporting materials? ☐ YES ☐ NO

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

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

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

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

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

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

TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	

NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

Pursuant to Executive Order 91 of 1977, as amended, and the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York and 6 NYCRR, Part 617, State Environmental Quality Review, assumed the role of lead agency for the environmental review of the proposed project. Based on a review of information about the project contained in this environmental assessment statement and any attachments hereto, which are incorporated by reference herein, the lead agency has determined that the proposed project would not have a significant adverse impact on the environment.

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which finds that the proposed project:

No other significant effects upon the environment that would require the preparation of a Draft Environmental Impact Statement are foreseeable. This Negative Declaration has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law (SEQRA).

TITLE	LEAD AGENCY
NAME	DATE
SIGNATURE	

ATTACHMENT A:
PROJECT DESCRIPTION

I. INTRODUCTION

The Applicant, Bensing 250 LLC, is seeking to rezone the southern half of Brooklyn Block 2351 (the "Project Area") in the Williamsburg neighborhood of Brooklyn Community District (CD) 1 from M1-2/R6B (MX-8) to M1-4/R6B (MX-8) (the "Proposed Action"). The proposed zoning district boundary would be located at the center line of Block 2351, such that the rezoned area would encompass the majority of the Applicant-owned Lot 7501 (the "Development Site") and a small portion of the non-Applicant controlled Lot 6 to the north. The Proposed Action would eliminate the commercial accessory parking requirement for the Development Site. The provisions of Article VII, Chapter 7 of the Zoning Resolution (77-11) would allow the accessory parking and loading regulations of the proposed M1-4/R6B (MX-8) district to be applied to the Applicant's entire zoning lot (the Development Site), including the portion that would remain zoned M1-2/R6B (MX-8), under these conditions. The proposed rezoning would facilitate the conversion of a portion of the existing accessory parking garage within the existing building on the Development Site to an approximately 18,000-square-foot (sf) below-grade commercial locker self-storage facility (the "Proposed Project").

This attachment provides a summary and description of the Proposed Action, including project area, site location, existing conditions, project's purpose and need, RWCDS under future No-Action and future With-Action conditions, and the governmental approvals required. The attached supplemental studies examine the potential for the Proposed Action to result in impacts in any City Environmental Quality Review (CEQR) technical areas and include separate attachments with detailed analyses of land use, zoning, and public policy in **Attachment C** and transportation in **Attachment D**. All other warranted preliminary screening assessments are summarized in **Attachment B, "Supplemental Screening."**

II. BACKGROUND AND EXISTING CONDITIONS

Background

The Project Area was originally zoned M1-2 with the 1961 Zoning Resolution (ZR) and was later rezoned to M1-2/R6B (MX-8), within an Inclusionary Housing Designated Area, as part of the Greenpoint-Williamsburg Rezoning in 2005. The Greenpoint-Williamsburg Rezoning was intended to provide opportunities for new residential and commercial development and resulted in the introduction of new mixed uses to the neighborhood. Though the Proposed Action would remove the accessory parking requirement for commercial uses, the basic use and bulk regulations that were implemented by the 2005 Rezoning would be retained.

<u>The Development Site (Block 2351, Lot 7501)</u>

The Development Site (Lot 7501) was designated with an E-designation (E-138) for hazardous materials as part of the Greenpoint-Williamsburg Rezoning Environmental Impact Statement (EIS). The New York City Office of Environmental Remediation (OER) issued a notice of satisfaction letter on October 16, 2009 (OER Project # 10EHAZ055K), in connection with the development of the existing building on the

Development Site, indicating that the hazardous materials "E" requirements have been satisfied. Currently, there are no E-Designations or CEQR related restrictive declarations on the Development Site.

The Development Site was previously designated as Tax Lots 1, 28, and 40. The three lots were later merged into Tax Lot 1 and subsequently converted to a condominium (Lot 7501). Available historic certificate of occupancy ("C of O") records show the Development Site had multiple industrial/ manufacturing uses before the existing building was developed. The site was once a two-story factory and storage building in 1941 (C of O No. 103131), a two-story junk shop in 1944 (C of O No. 109723), a one-story auto repair shop in 1945 (C of O No. 113106), and a two-story manufacturing and office building in 1985 (C of O No. 224034).

Non-Applicant Controlled Property (Block 2351, Lot 6)

Historic documentation indicates that non-Applicant controlled Lot 6 was also formerly occupied by industrial/ manufacturing use. Previous certificate of occupancy records show Lot 6 was once a two-story factory (C of O Nos. 12457, 131915, 168705, and 192941) from 1922 to 1984.

Existing Conditions

Project Area

The Project Area is located on the southern portion of Block 2351 in the Williamsburg neighborhood of Brooklyn CD 1, which is bounded by North 3rd Street to the south, Berry Street to the west, Bedford Avenue to the east, and North 4th Street to the north. As mentioned above, the Project Area consists of a majority of the Applicant-controlled Block 2351, Lot 7501 and a small portion (approximately 11 percent of the lot area) of the adjacent non-Applicant owned Lot 6 (refer to **Figure 1 in the EAS form "Project Location")**. The Project Area is approximately 44,400 sf and has approximately 400 feet of frontage along North 3rd Street, and 111 feet of frontage along each of Berry Street and Bedford Avenue. North 3rd Street is a 50-foot-wide one-way eastbound street. It has one moving lane and two parking lanes. Berry Street and Bedford Avenue are both 60-foot-wide one-way northbound streets. Bedford Avenue has one moving lane and two parking lanes. Berry Street is a major arterial with one moving lane, two parking lanes, and a conventional bike lane. However, since COVID-19, Berry Street has been participating in the Open Streets program (designated as Limited Local Access), which closes streets to through traffic daily from 8am to 8pm and allows only local vehicle access for limited use (i.e., for parking, picking up/dropping off, local deliveries, emergency vehicles, Access-A-Ride, utility vehicles, and necessary city service vehicles).

The Project Area is mapped within the Greenpoint-Williamsburg Special Mixed Use District, designated MX-8 on the Zoning Map, which was established in 2005 to encourage investment in, and enhance the vitality of, existing neighborhoods with mixed residential and industrial uses in close proximity, and create expanded opportunities for new mixed-use communities. MX districts are special purpose districts that pair manufacturing districts with residence districts. The M1-2/R6B (MX-8) district allows a base maximum FAR of 2.0 for commercial and manufacturing uses and a base maximum FAR of 2.0 for residential uses, bonus of up to 2.2 FAR with the provision of affordable housing pursuant to the Inclusionary Housing Program. For mixed-use buildings, the total maximum FAR is the highest maximum FAR applicable to any use on the zoning lot.

The Development Site (Block 2351, Lot 7501)

The Applicant's Development Site is an irregular-shaped parcel with a lot area of approximately 41,418 sf. The Development Site is currently occupied by a three- and five-story, approximately 169,939 gross-square-foot (gsf) (139,756 gsf excluding parking and loading) mixed-use residential and commercial building which was built in 2010. The building contains 84 residential units, three retail establishments, one of which is a health club, and an underutilized accessory parking garage located in the second subcellar level. The existing accessory parking garage contains 142 parking spaces, of which 100 are required accessory spaces for commercial uses in the building and 42 are required accessory spaces for residential uses in the building. On average, only approximately 80 spaces are utilized at any given time, including an average of three to seven spaces leased by the building's residents in any given month.

Non-Applicant Controlled Property (Block 2351, Lot 6)

Lot 6 (47,399 sf) is occupied by a two-story, 122,740-gsf commercial/office building which was built in 1973. The building was most recently altered in 2014 and contains several ground floor retail stores, including Whole Foods, Chipotle, and Levi's, and offices on the second floor (refer to **Figure 5b in the EAS form**). The portion of Lot 6 that is included in the proposed rezoned area contains part of a health club (Equinox Williamsburg) and a cellar level parking garage.

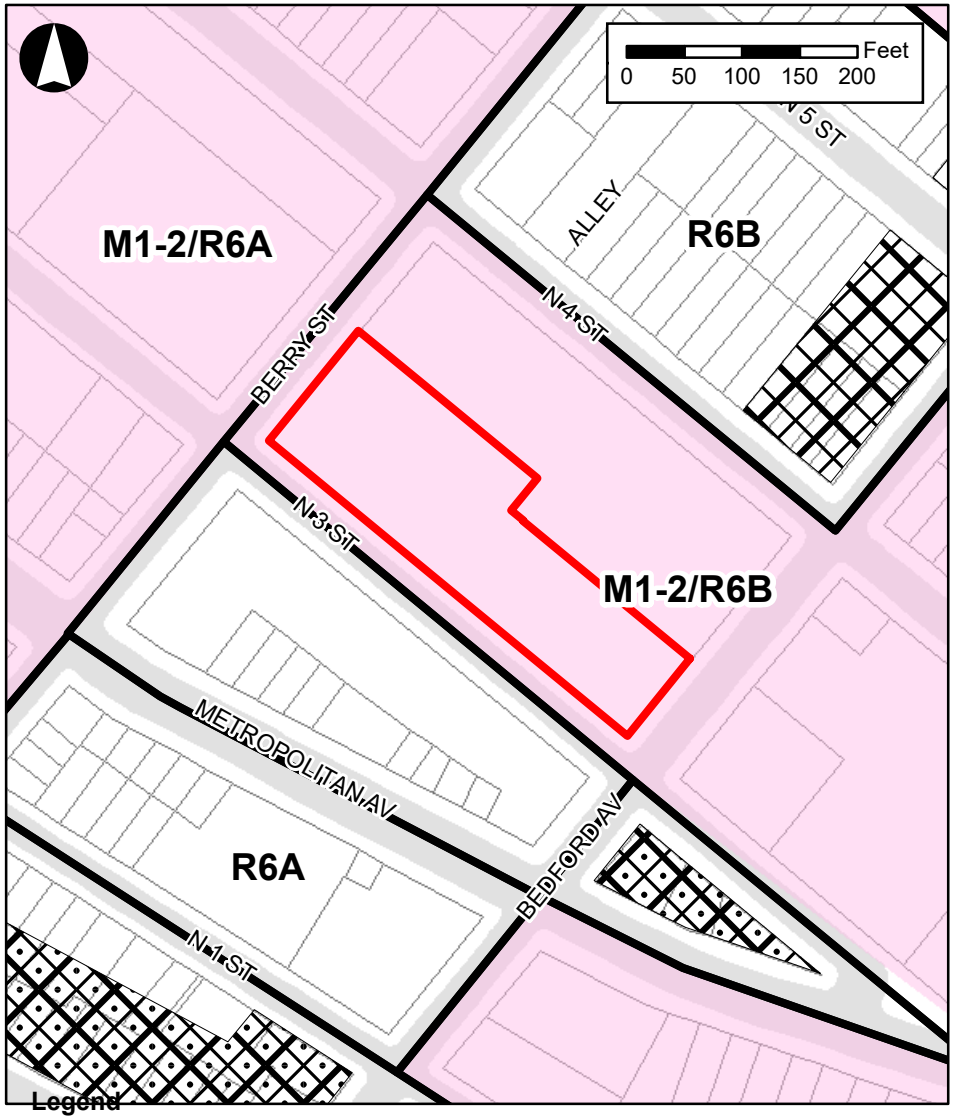
III. DESCRIPTION OF THE PROPOSED ACTION

The Applicant is seeking a discretionary action to rezone the southern half of Block 2351 from M1-2/R6B (MX-8) to M1-4/R6B (MX-8), as shown in **Figure A-1**. The Inclusionary Housing designated area within which the Project Area is located would remain unchanged. MX districts are special purpose districts that pair manufacturing districts with residence districts. Residential uses are subject to the bulk controls and to the parking and loading regulations of the residence district; community facility uses are subject to the bulk controls of the manufacturing district, except that the maximum FAR for community facility uses is governed by the residence district, and are subject to the parking and loading regulations of the residence district; and manufacturing and commercial uses are subject to the bulk controls and to the parking and loading regulations of the manufacturing district, except where modified by the MX district regulations for each use. For mixed-use buildings, the total maximum FAR is the highest maximum FAR applicable to any use on the zoning lot.

As described above, R6B is a medium-density contextual residential district with a base maximum FAR of 2.0 for residential and community facility uses. Within Inclusionary Housing designated areas, the maximum residential FAR may be increased to up to 2.2 with the provision of affordable housing in accordance with the Inclusionary Housing Program. The height and setback regulations of the R6B district allow for a maximum base height of 40 feet (45 feet with a qualifying ground floor). After a setback from the street, buildings are permitted to rise to a maximum height of 50 feet (55 feet with inclusion of a qualifying ground floor). Parking is required for 50 percent of all dwelling units.

M1-4 is a light industrial district that permits manufacturing and commercial uses at a maximum FAR of 2.0. The height and setback regulations of the M1-4 district allow a maximum front wall height of 60 feet, above which a structure must fit within a sloping sky exposure plane. M1-4 districts do not require parking for manufacturing or commercial uses.

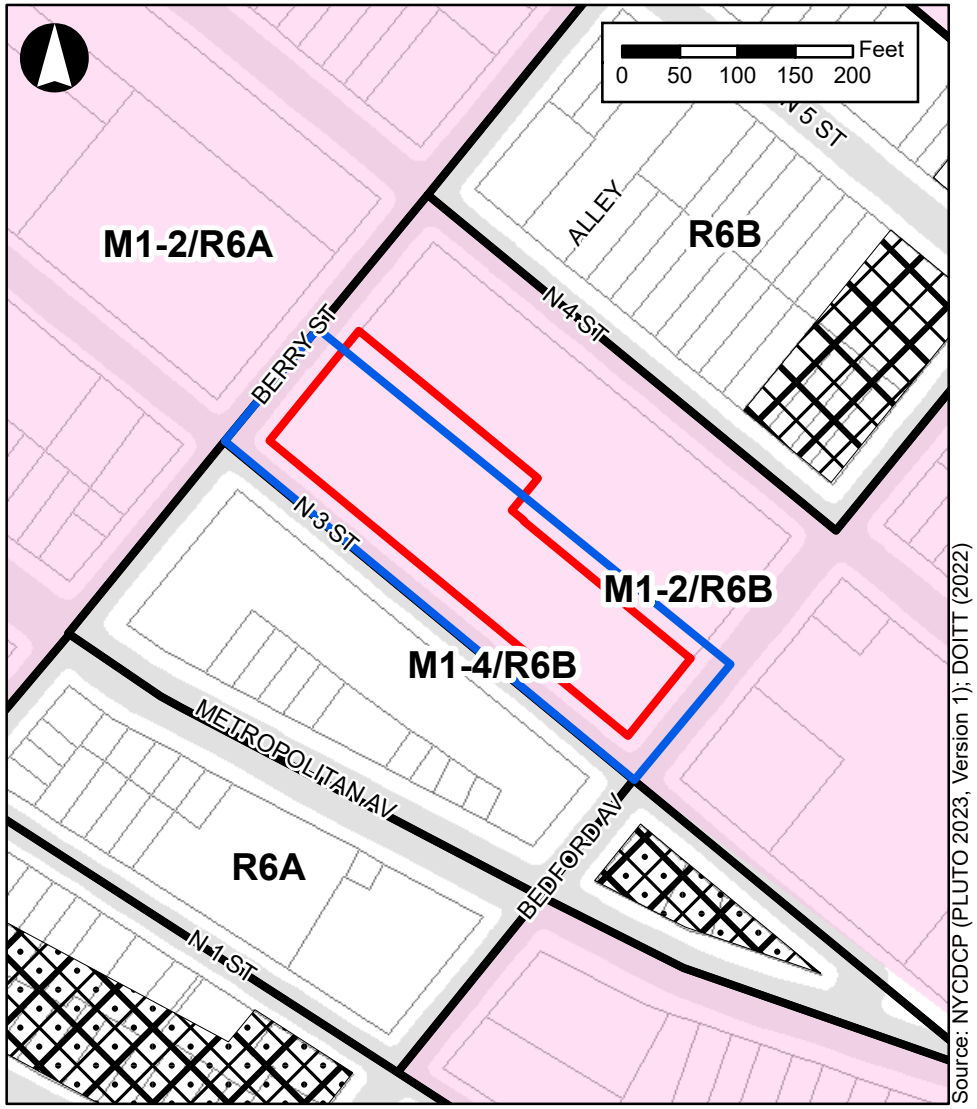
Existing Zoning



Legend

Development Site
Commercial Overlay
C1-4
C2-4
Zoning District Boundaries
Special Mixed Use District (MX-8)
BKMapPLUTO

Proposed Zoning



Source: NYCDCP (PLUTO 2023, Version 1); DOITT (2022)

Legend

Project Area
Development Site
Commercial Overlay
C1-4
C2-4
Zoning District Boundaries
Special Mixed Use District (MX-8)

Figure A-1
Existing and Proposed Zoning

The Proposed Action would change the paired manufacturing district from M1-2 to M1-4, keeping the paired R6B residential district unchanged. As such, the Proposed Action would eliminate the commercial accessory parking requirement for the Project Area while keeping all use, height and bulk regulations governing the Project Area unchanged.

IV. PURPOSE AND NEED FOR THE PROPOSED ACTION

The Proposed Action, which would eliminate the commercial accessory parking requirement for the Development Site, is being proposed to facilitate the conversion of a substantial portion of an underutilized parking garage to a commercial use that would be beneficial to the surrounding mixed-use neighborhood. The Williamsburg neighborhood does not have self-storage facilities that meet the needs of its residents. The only existing storage facilities in the neighborhood are Bounce Luggage Storage (a small store for travelers' luggage storage) and Local Locker Storage (a chain business which operates in very small spaces in converted portions of buildings). In particular, Local Locker Storage offers approximately 25 storage units per location and typically has a wait-list due to its full occupancy. Residents living in a high-density, mixed-use neighborhood like Williamsburg are lacking space to store their extra belongings. Prior discussions between the Applicant and local residents confirmed that a self-storage facility is a desirable use for the neighborhood. Thus, the Proposed Action would introduce a new, beneficial commercial use that serves local residents and is lacking in the neighborhood.

In addition, the Proposed Action would allow a more productive use in space that is currently occupied by the existing underutilized garage. The garage's size does not reflect the current conditions and needs of the residents and visitors in the surrounding area. On average, only approximately 80 spaces are utilized at any given time, including an average of three to seven spaces leased by the building's residents in any given month. Therefore, converting the existing commercial portion of the underutilized garage to a much-needed self-storage facility would provide a more productive and beneficial commercial use to the community.

The existing garage's low utilization is in part due to the availability of ample on- and off-street parking facilities in the surrounding area. Pre-COVID studies conducted on March 10th and 11th, 2020 found a residual supply of on-street and off-street parking spaces in the midday and overnight periods of 65 and 216 (on-street), respectively, and 377 and 193 (off-street), respectively. Any parking demand generated by the Proposed Action (from the displaced accessory spaces) would therefore be fulfilled by on- and off-street parking facilities in the surrounding area. The Project Area is well-served by existing transit, with the Bedford Avenue subway station (L line), B62 and Q59 bus lines, and multiple bikeways serving the surrounding area. Reducing the capacity of the existing parking garage by 100 spaces would not create a parking shortfall in the area nor would it result in negative impacts on parking demand (refer to **Attachment D** for further discussion of transportation).

The Proposed Action would also support OneNYC 2050's initiative to achieve carbon neutrality by eliminating parking spaces for commercial uses of the existing building, which reduces greenhouse gas emissions emitted by automobiles.

V. DESCRIPTION OF PROPOSED PROJECT

As described above, the Applicant is seeking a rezoning to facilitate the creation of an approximately 18,000 sf below-grade commercial locker self-storage facility from a portion of the existing 28,000 sf accessory parking garage. The Development Site's residential and retail uses would remain the same as under existing conditions, and the reduced-size 42-space garage would remain in operation as an accessory parking facility for residents of the Development Site. The Proposed Action would convert a substantial amount of an underutilized parking garage and bring a beneficial commercial use to the surrounding mixed-use neighborhood. Any excess parking demand as a result of the Proposed Action is expected to be met by the various on- and off-street parking facilities located in the surrounding area.

The proposed self-storage facility would be designed and operated for short-term use by local residents. As shown in **Figure A-2**, the building's existing 80-foot-by-26-foot garage entry area would be altered to accommodate entry areas for both the reduced-size parking garage and the self-storage facility. At least one of the existing car elevators would continue to serve the garage, and a passenger elevator would be provided for the proposed storage facility. It is expected that approximately 99 percent of the storage facility's units will have a footprint no larger than 6 feet by 6 feet, and that no units will exceed a footprint of 50 square feet. There would be approximately 300 storage units consisting of approximately 13 units sized 4 feet by 4 feet, approximately 85 units sized 4 feet by 5 feet, approximately 65 units sized 4 feet by 6 feet, approximately 65 units sized 4 feet by 7 feet, approximately 51 units sized 4 feet by 9 feet, approximately 11 units sized 4 feet by 12 feet, and approximately 10 units with varied sizes from 4 feet by 6 feet to 5 feet by 10 feet (refer to **Figure A-3**). Given these unit sizes, it is expected that most users will travel to the storage facility by foot. If users choose to drive, they are expected to use on-street parking and walk to the entryway. Users may utilize carts to carry items into the passenger elevator and to the below-grade storage area. The Applicant has developed preliminary layouts for the proposed self-storage facility and for the portion of the parking garage to remain, which are shown in **Figures A-2 and A-3**.

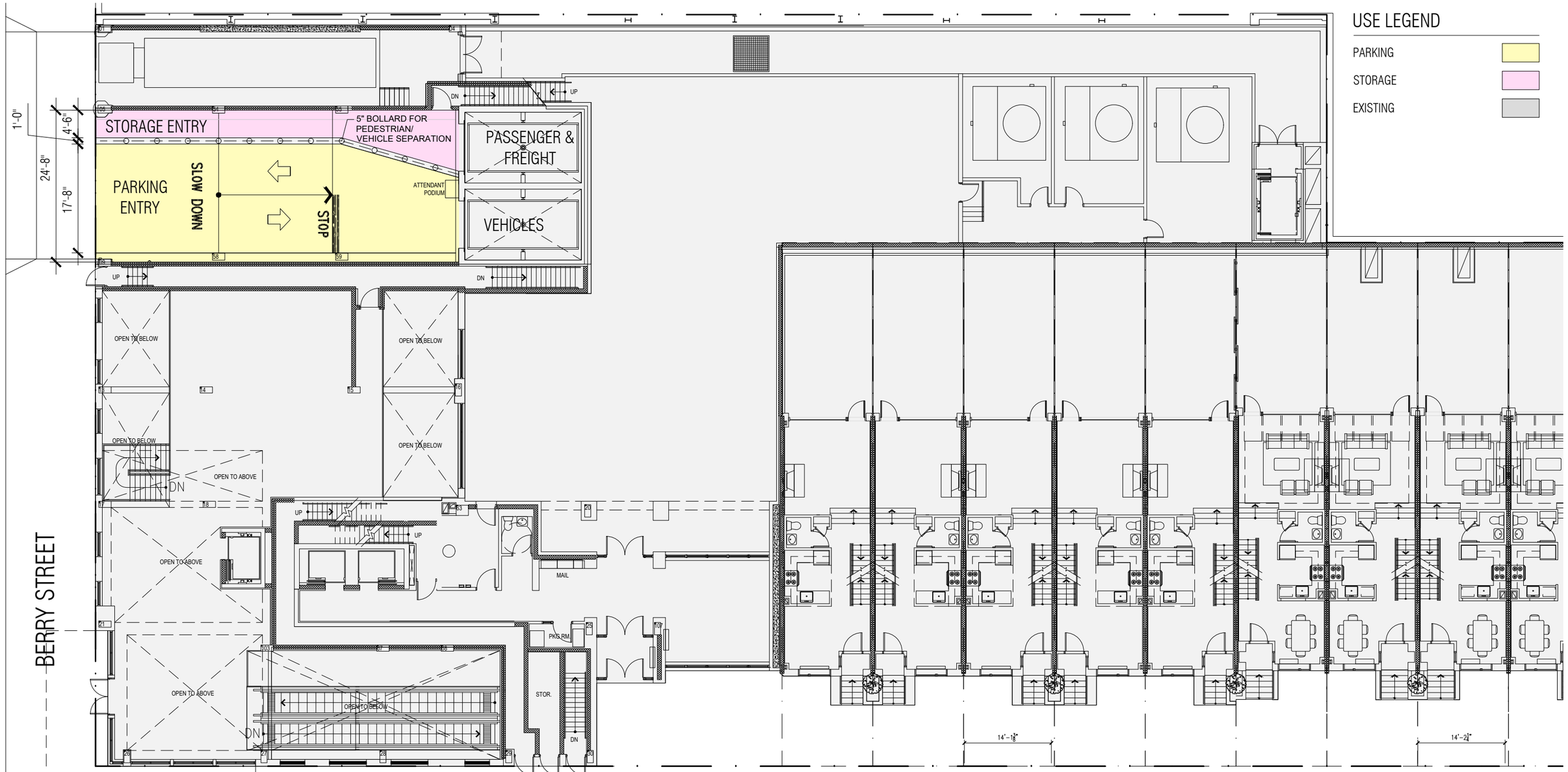
VI. ANALYSIS FRAMEWORK

Analysis Year

It is anticipated that the Proposed Action would be approved in late 2024. Assuming the completion of the ULURP process by late 2024, and a construction period of approximately 12 months to convert a portion of the accessory commercial garage into a locker self-storage facility, the Proposed Project is expected to be completed by late 2025. Accordingly, the environmental assessments in this EAS will use 2025 as the Analysis Year for assessing future conditions pursuant to *CEQR Technical Manual* guidance.

Reasonable Worst Case Development Scenario (RWCDS)

In order to assess the possible effects of the Proposed Action, a reasonable worst-case development scenario (RWCDS) was established for both the future without the Proposed Action (No-Action condition) and the future with the Proposed Action (With-Action condition) for an analysis year, or Build Year, of 2025. The incremental difference between the No-Action and With-Action conditions will serve as the basis of the impact category analyses.



ILLUSTRATIVE- FOR INFORMATIONAL PURPOSES ONLY.

197 BERRY STREET

GROUND FLOOR PROPOSED LAYOUT

SCALE: 1" =16 FT DECEMBER 06, 2022

USE LEGEND

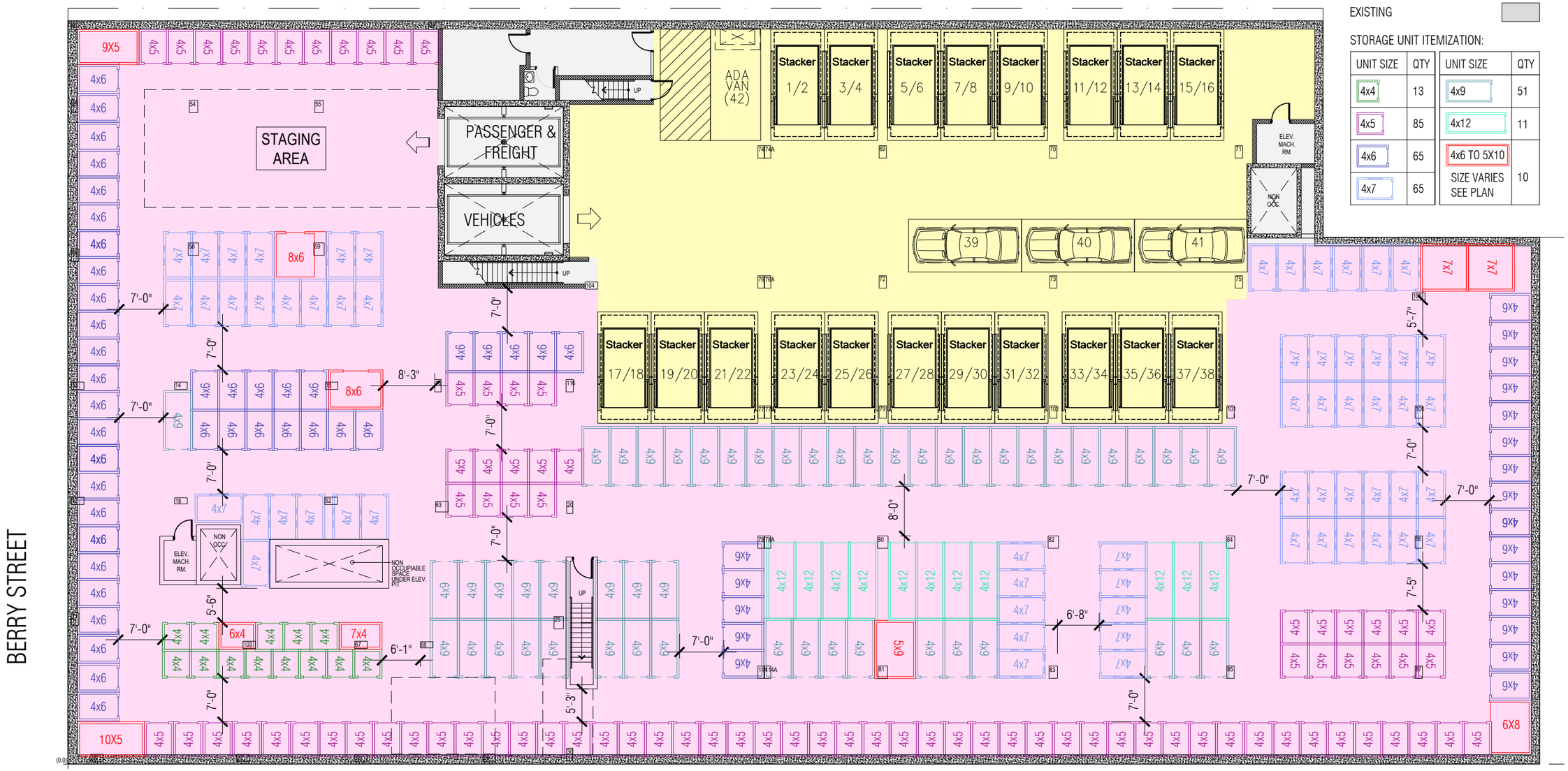
PARKING

STORAGE

EXISTING

STORAGE UNIT ITEMIZATION:

UNIT SIZE	QTY	UNIT SIZE	QTY
4x4	13	4x9	51
4x5	85	4x12	11
4x6	65	4x6 TO 5X10 SIZE VARIES SEE PLAN	10
4x7	65		



ILLUSTRATIVE- FOR INFORMATIONAL PURPOSES ONLY.

N

197 BERRY STREET

LOWER LEVEL 3 PROPOSED LAYOUT

SCALE: 1" =16 FT DECEMBER 06, 2022

The non-Applicant controlled Lot 6 is not expected to be redeveloped, as only a small portion of the lot, approximately 5,200 sf or 11 percent of the lot area, is encompassed within the rezoning boundary and would be affected by the Proposed Action. In addition, the Proposed Action would not change the bulk, use, or density regulations of the existing zoning, and the adjacent lot is already fully utilized as a commercial retail and office building. As the Proposed Action would not change allowable density nor would it apply to the majority of the lot, changes to Lot 6 are unlikely.

Future without the Proposed Action (No-Action Condition)

In the future without the Proposed Action, the existing conditions on the Development Site would remain, with 84 DUs, three retail establishments (including a health club), and a 142-space accessory parking garage at the subcellar level of a 169,939 gsf building.

Future with the Proposed Action (With-Action Condition)

In the future with the Proposed Action, the proposed rezoning would be approved and a portion of the Development Site's subcellar level would be renovated and converted to an approximately 18,000 sf self-storage facility, as mentioned above. The existing residential and retail uses in the building would remain.

The Applicant's Proposed Project is the same as the RWCDS With-Action Condition for the Development Site. Although the Proposed Action would allow a substantial portion of the existing accessory parking garage to be converted to a new use, it would not be feasible for the space to be used for additional retail use. Pursuant to ZR 123-71, commercial uses in the Special Mixed Use District are subject to the accessory loading requirements of the underlying M1 district, as set forth in Article IV, Chapter 5 of the Zoning Resolution. For new retail uses within an M1-4 zoning district, the applicable requirement, as set forth in ZR 44-52, is 0 berths for the first 8,000 sf of floor area, 1 berth for the next 17,000 sf of floor area, and additional berths for greater amounts of floor area. For the purposes of calculating accessory off-street loading berths, floor area includes cellar space used for retailing, as set forth in ZR 12-10 (definition of "floor area"). The existing building currently contains a net retail floor area of 25,000 sf, and provides one loading berth. Converting additional space in the subcellar to retail use would generate a requirement for one additional loading berth on the Development Site pursuant to ZR 44-52. The existing building would not be able to accommodate an additional loading berth without substantially altering the existing building and removing tenant spaces, which is not feasible. A self-storage facility, on the other hand, would not be treated as floor area for purposes of accessory loading berth requirements and, therefore, would not require an additional loading berth.

In addition, the space currently occupied by accessory commercial parking is not suitable for retail use, as it is located in the second subcellar level of the existing building. The space lacks windows and a storefront, and it has low ceilings (less than eight feet beneath HVAC, mechanical, and lighting). Access to the second subcellar level is limited to two car elevators and fire escape staircases, which are not designed for retail use. The space would be very unmarketable to prospective retailers who typically want high ceilings and street visibility and accessibility. A self-storage facility is the most ideal use for this space because it does not require the same marketability as a retail space. Furthermore, the existing self-storage facilities in the neighborhood do not meet the needs of its residents. Thus, the With-Action condition would assume that a self-storage facility is the only reasonable commercial use as a result of the Proposed Action.

Possible Effects of the Proposed Action

Table A-1 below provides a comparison of the RWCDS No-Action and With-Action conditions identified for analysis purposes for the Development Site. As shown, the Proposed Action would result in an incremental (net) increase of approximately 18,000-gsf of commercial use and a net decrease of 100 parking spaces. **Table A-1** also provides an estimate of the number of residents and workers generated by the Proposed Action. As shown in **Table A-1**, the RWCDS for the Proposed Action is estimated to result in a net increase of approximately two workers within the Development Site, as compared to the No-Action condition.

Table A-1: Comparison of No-Action and With-Action Conditions for Development Site (RWCDS)

Land Use	No-Action Condition (gsf)	With-Action Condition (gsf)	Net Increment
Residential	93,726	93,726	0 gsf
Commercial	46,030	64,030	+18,000 gsf
Accessory Parking Spaces	142 spaces	42 spaces	-100 spaces
Population/Employment	**No-Action**	**With-Action**	**Increment**
Residents[1]	204	204	0
Workers[2]	142	144	+2 workers

Notes:
1. Based on the average household size in Brooklyn Community District (CD) 1 of 2.43 persons per household (per the 2020 Decennial Census).
2. Based on standard rates: three employees per 1,000 sf of retail and one employee per 25 DU. Garage and self-storage workers are based on information provided by the Applicant.

Construction Phasing for the Development Site

It is anticipated that the Proposed Action would be approved in late 2024. Assuming the completion of the ULURP process by late 2024, and a construction period of approximately 12 months to convert the accessory commercial garage into a locker self-storage facility, the Proposed Project is expected to be completed by late 2025. Accordingly, the environmental documents will use 2025 as the analysis year.

VII. REQUIRED APPROVALS

The proposed zoning map amendment is a discretionary public action that is subject to both the Uniform Land Use Review Procedure (ULURP) and City Environmental Quality Review (CEQR).

The City's ULURP process, mandated by Sections 197-c and 197-d of the New York City Charter, is designed to allow public review of ULURP applications at four levels: the Community Board; the Borough President; the CPC and the City Council. The procedure has mandated time limits for review at each stage to ensure a maximum review period of approximately seven months. The process begins with certification by CPC that the ULURP application is complete. The application is then referred to the relevant Community Board (in this case Brooklyn Community Board 1). The Community Board has up to 60 days to review and discuss the proposal, hold a public hearing, and adopt an advisory resolution on the ULURP application. The Brooklyn Borough President then has up to 30 days to review the application. The CPC then has up to 60 days, during which time a public hearing is held on the ULURP application. If CPC approved, the application is then forwarded to the City Council, which has 50 days to review the ULURP application.

CEQR is a process by which agencies review discretionary actions to identify the effects those actions may have on the environment. The City of New York established CEQR regulations in accordance with the New York State Environmental Quality Review Act (SEQRA). In addition, the City has published a guidance manual for environmental review, the *CEQR Technical Manual (2021)*.

ATTACHMENT B:
SUPPLEMENTAL SCREENING

I. INTRODUCTION

This Environmental Assessment Statement ("EAS") has been prepared in accordance with the guidance and methodologies presented in the 2021 *City Environmental Quality Review ("CEQR") Technical Manual*. For each technical area, thresholds are defined, which if met or exceeded, require that a detailed technical analysis be undertaken. Using this guidance, preliminary screening assessments were conducted for the Proposed Action and resultant reasonable worst-case development scenario (RWCDS) to determine whether detailed analysis of any technical area may be appropriate. Part II of the EAS Form identifies those technical areas that warrant additional assessment. For those technical areas that warranted a "Yes" answer in Part II of the EAS Form, supplemental screening assessments are provided in this attachment. The remaining technical areas detailed in the *CEQR Technical Manual* were not deemed to require supplemental screening because they do not trigger initial CEQR thresholds and/or are unlikely to result in significant adverse impacts.

The supplemental screenings contained herein identified that additional analyses are required in the areas of Land Use, Zoning, and Public Policy, and Transportation. These analyses are provided in **Attachments C and D**, respectively, and the conclusions are summarized in this attachment. **Table B-1** presents a summary of analysis screening information for the Proposed Action.

As described in **Attachment A, "Project Description,"** compared to the No-Action condition, the Proposed Action and resultant RWCDS would result in the net increase of approximately 18,000-gross-square-feet (gsf) of commercial use and a net decrease of 100 accessory parking spaces at the Applicant-owned Development Site in the Williamsburg neighborhood of Brooklyn Community District (CD) 1. The Development Site is currently occupied by a three- and five-story mixed-use residential and commercial building, containing 84 dwelling units (DUs), approximately 46,030-gsf of commercial uses, and a 142-space accessory parking garage located in the second subcellar level. The existing residential and commercial uses in the building would remain unchanged while portions of the accessory parking garage would be converted to a locker self-storage facility. As discussed in Attachment A, "Project Description, although the area proposed to be rezoned includes a small portion of adjacent non-Applicant-owned Lot 6, that lot is not expected to be redeveloped or enlarged in the future with the Proposed Action.

TABLE B-1: Summary of CEQR Technical Areas Screening

CEQR TECHNICAL AREA	SCREENED OUT PER EAS FORM	SCREENED OUT PER SUPPLEMENTAL SCREENING	ANALYSIS REQUIRED
Land Use, Zoning, & Public Policy			X
Socioeconomic Conditions	X		
Community Facilities and Services	X		
Open Space	X		
Shadows	X		
Historic & Cultural Resources	X		
Urban Design & Visual Resources	X		
Natural Resources	X		
Hazardous Materials		X	
Water and Sewer Infrastructure	X		
Solid Waste & Sanitation Services	X		
Energy	X		
Transportation - Traffic & Parking - Transit - Pedestrians		 X X	 X (Parking)
Air Quality - Mobile Sources - Stationary Sources	 X X		
Greenhouse Gas Emissions	X		
Noise		X	
Public Health	X		
Neighborhood Character		X	
Construction	X		

II. SUPPLEMENTAL SCREENING AND SUMMARY OF DETAILED ANALYSES

Land Use, Zoning, and Public Policy

According to the *CEQR Technical Manual*, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's anticipated effects.

The Proposed Action is a zoning map amendment. Therefore, a land use, zoning, and public policy assessment is provided in **Attachment C, "Land Use, Zoning, and Public Policy."** As discussed therein, no significant adverse land use, zoning, or public policy impacts are expected in the future with the Proposed Action. The Proposed Action would facilitate the conversion of an 18,000-square-foot (sf) portion of an existing below-grade 142-space accessory parking garage into a self-storage locker facility. The introduction of a self-storage facility would support the needs of the local residents in the neighborhood and complement other uses in the surrounding area. The Proposed Action would not introduce any new land uses that would be incompatible with their surroundings.

Hazardous Materials

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

As described in **Attachment A, "Project Description,"** the Development Site was previously designated with an E-designation (E-138) for hazardous materials as part of the Greenpoint-Williamsburg Rezoning Environmental Impact Statement (EIS). The New York City Office of Environmental Remediation (OER) issued a notice of satisfaction letter on October 16, 2009 (OER Project # 10EHAZ055K), in connection with the development of the existing building on the Development Site, indicating that the hazardous materials "E" requirements have been satisfied (refer to **Appendix 1**). The notice of satisfaction notes the Phase I Environmental Site Assessment prepared by Shemon Singer, dated March 2003, the June 2006 Phase II Subsurface Investigation Report prepared by EEA, Inc., the August 2007 Remedial Action Plan and site-specific Construction Health and Safety Plan prepared by EEA, Inc., and the September 2009 P.E. certified Remedial Closure Report prepared by EEA, Inc. and supporting documents as proof that all DEP/OER required remedial mitigation requests have been properly implemented at the site. In addition, all excavated soil/fill was properly disposed of at an off-site facility and a 15-mil HPDE vapor barrier was installed beneath the entire basement foundation in accordance with manufacturer's specifications.

As noted in the notice of satisfaction, OER determined that no potential significant health or environmental impacts from hazardous materials would impact the new structure and/or future residents of the site as long as the engineering controls implemented at the site remain intact. As the engineering controls would remain in the future with the Proposed Action, and as the conversion of the below-grade garage space into a self-storage locker facility would not result in any new in-ground disturbance or site excavation, no significant adverse hazardous materials impacts would result from the Proposed Action.

Transportation

According to *CEQR Technical Manual* guidance, a two-tier screening process is used to determine whether a quantified analysis of any technical areas of the transportation system is necessary. A preliminary (Level 1) screening assessment determines the number of person trips by mode as well as vehicle trips for all analysis peak hours. A preliminary screening is typically only necessary if a proposed project has the potential to exceed 50 peak hour vehicle trips and more than 200 peak hour transit or pedestrian trips. If these thresholds are exceeded, a detailed (Level 2) screening assessment is required to estimate the incremental trips that could be incurred at specific transportation elements and to identify potential locations for further analyses.

The Proposed Action is a rezoning to allow a use conversion of portions of an existing accessory garage to a self-storage locker facility at the Development Site. As detailed in **Attachment D, "Transportation,"** the Proposed Action does not warrant detailed analyses of traffic, transit, pedestrians, or street user safety, and would therefore not result in any significant adverse impacts in those components of transportation.

The Proposed Action would not generate 50 or more vehicle trips in any peak period, which is the CEQR threshold for a detailed traffic analysis. It is also not expected that any subway or bus lines near the Project Area would experience an increase of more than 200 peak hour rail or 50 peak hour bus transit riders, the CEQR thresholds for a detailed transit analysis. The Proposed Action would also not result in 200 or more peak-hour pedestrian trips at any pedestrian element (sidewalk, corner area, or crosswalk), which is the CEQR threshold for a detailed pedestrian analysis. However, as the Proposed Action would reduce the number of accessory parking spaces on the Development Site from 142 spaces to 42 spaces, an assessment of parking conditions in the surrounding area is warranted and is provided in **Attachment D**. As discussed in **Attachment D**, the Proposed Action is not expected to result in a shortfall of on-street or off-street parking in the vicinity of the Development Site in the future with the Proposed Action.

Noise

The purpose of a noise analysis is to determine both a proposed action's potential effects on sensitive noise receptors and the effects of ambient noise levels on new sensitive uses introduced by the proposed action(s). The principal types of noise sources affecting the New York City environment are mobile sources (primarily motor vehicles), stationary sources (typically machinery or mechanical equipment associated with manufacturing operations or building HVAC systems) and construction noise (e.g. trucks, bulldozers, power tools, etc.).

The Proposed Action would facilitate the conversion of a portion of an existing below-grade accessory parking garage into a self-storage locker facility, and would not introduce new or additional sensitive receptors to the Development Site. In terms of mobile sources, although the Proposed Action would reroute vehicular traffic by reducing the size of the existing parking garage, the number of vehicles that will be rerouted would be minimal. As presented in **Attachment D, "Transportation,"** the Proposed Action would result in an increment of 2 vehicle trips in the weekday AM peak hour, 3 vehicle trips in the weekday midday peak hour, 2 vehicle trips in the weekday PM peak hour, and 5 vehicle trips in the Saturday peak hour. Therefore, the Proposed Action would not result in sufficient traffic to have the potential to cause a significant adverse noise impact (i.e., it would not result in the doubling of noise passenger car equivalents [Noise PCEs], which would be necessary to cause a 3 dBA increase in noise levels).

Neighborhood Character

According to the *CEQR Technical Manual*, an assessment of neighborhood character may be appropriate if a proposed action(s) has the potential to result in significant adverse impacts on land use, zoning, public policy, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, or noise, or when an action may have moderate effects on several of the elements that define a neighborhood's character. As the EAS provides assessments of land use, zoning, and public policy (**Attachment C**), and Transportation (**Attachment D**) a preliminary screening analysis is necessary to determine if a detailed neighborhood character analysis is warranted.

Neighborhood character is an amalgam of various elements that give neighborhoods their distinct "personality." According to the *CEQR Technical Manual*, a preliminary assessment may be appropriate if a project has the potential to result in any significant adverse impacts on any of the technical areas listed above. Per the analyses provided in this EAS, although the Proposed Action required supplemental screening or assessment of some of these technical areas, there would be no action-generated significant adverse impacts on neighborhood character.

The *CEQR Technical Manual* also states that for projects not resulting in significant adverse impacts to any technical areas related to neighborhood character, additional analyses may be required to determine if the Proposed Action would result in a combination of moderate effects to several elements that cumulatively may affect neighborhood character. However, the *CEQR Technical Manual* indicates that neighborhood character impacts are rare and it would be unusual that, in the absence of a significant adverse impact in any of the relevant technical areas, a combination of moderate effects in the neighborhood would result in any significant adverse impact to neighborhood character.

The Proposed Action would not adversely affect any component of the surrounding area's neighborhood character. The Proposed Action would not conflict with the surrounding activities, nor would it significantly affect land use patterns. The Proposed Project that would be facilitated by the Proposed Action would allow a more productive use in a space within an existing accessory garage, which is currently underutilized. The proposed below-grade locker self-storage facility would be beneficial to the surrounding neighborhood, and would not be incompatible with its surroundings . As the Proposed Action would not be considered to have any significant effects on any of the technical areas relating to neighborhood character, a neighborhood character assessment can therefore be screened out, and no significant adverse neighborhood character impacts would occur. Therefore, no additional analysis is warranted for neighborhood character.

ATTACHMENT C:
LAND USE, ZONING, AND PUBLIC POLICY

I. INTRODUCTION

Under 2021 *CEQR Technical Manual* guidance, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed action(s), and determines whether the action(s) would be compatible with those conditions or potentially adversely affect them. Similarly, the analysis considers the proposed action's compliance with, and effect on, the area's zoning and other applicable public policies.

As described in **Attachment A, "Project Description,"** the Proposed Action seeks a rezoning of the southern half of Block 2351 (the "Project Area") in the Williamsburg neighborhood of Brooklyn Community District (CD) 1 from M1-2/R6B (MX-8) to M1-4/R6B (MX-8) (the "Proposed Action"). The Project Area consists of a majority of Applicant-controlled Block 2351, Lot 7501 (the "Development Site") and a small portion (approximately 11 percent of the lot area) of the non-Applicant owned Lot 6 to the north. Under the Reasonable Worst-Case Development Scenario (RWCDS), in the future with the Proposed Action, the proposed rezoning would facilitate the conversion of a portion of the existing accessory parking garage within the existing building on the Development Site to an approximately 18,000-square-foot (sf) below-grade self-storage facility (the "Proposed Project").

According to the *CEQR Technical Manual*, a land use and zoning analysis is warranted for actions facilitating a change in land use or zoning. As the Proposed Action involve zoning changes, an analysis of land use and zoning is warranted.

II. METHODOLOGY

The purpose of this attachment is to examine the effects of the Proposed Action and determine whether or not it would result in any significant adverse impacts on land use, zoning, or public policy. The analysis methodology is based on the guidance of the 2021 *CEQR Technical Manual* and examines the Proposed Action's consistency with land use patterns and development trends, zoning regulations, and other applicable public policies. As described in **Attachment A, "Project Description,"** in order to assess the possible effects of the Proposed Action, a RWCDS was established for the future without the Proposed Action (the No-Action condition) and future with the Proposed Action (the With-Action condition) for the 2025 analysis year.

According to the *CEQR Technical Manual*, a detailed assessment of land use, zoning, and public policy may be appropriate when a change in land use and zoning would occur and a preliminary assessment cannot succinctly describe land use conditions in the study area. The Proposed Action does seek to make changes in zoning, therefore requiring a detailed assessment to provide a sufficient description and assessment of the effects on land use conditions. In addition, a detailed assessment is needed to sufficiently inform other technical reviews and determine whether zoning changes could affect conditions analyzed in those technical areas. Therefore, this attachment includes a detailed analysis that involves a thorough description of existing land uses and zoning within the directly affected area and the surrounding study area. Following the guidance of the *CEQR Technical Manual*, the detailed analysis describes existing and anticipated future conditions to a level necessary to understand the relationship of the Proposed Action

to such conditions, assesses the nature of any changes on these conditions that would be created by the Proposed Action, and identifies those changes, if any, that could be significant or adverse.

Analysis Year

As discussed in **Attachment A, "Project Description,"** construction of the Proposed Project is expected to begin in late 2024, following the completion of the ULURP process, and is expected to be completed in 12 months. Therefore, for the purposes of determining potential impacts, this analysis assesses current conditions and forecasts those conditions to 2025. Future No-Action conditions account for planned development projects, initiatives, and proposals that are anticipated to be completed by 2025.

Study Area Definition

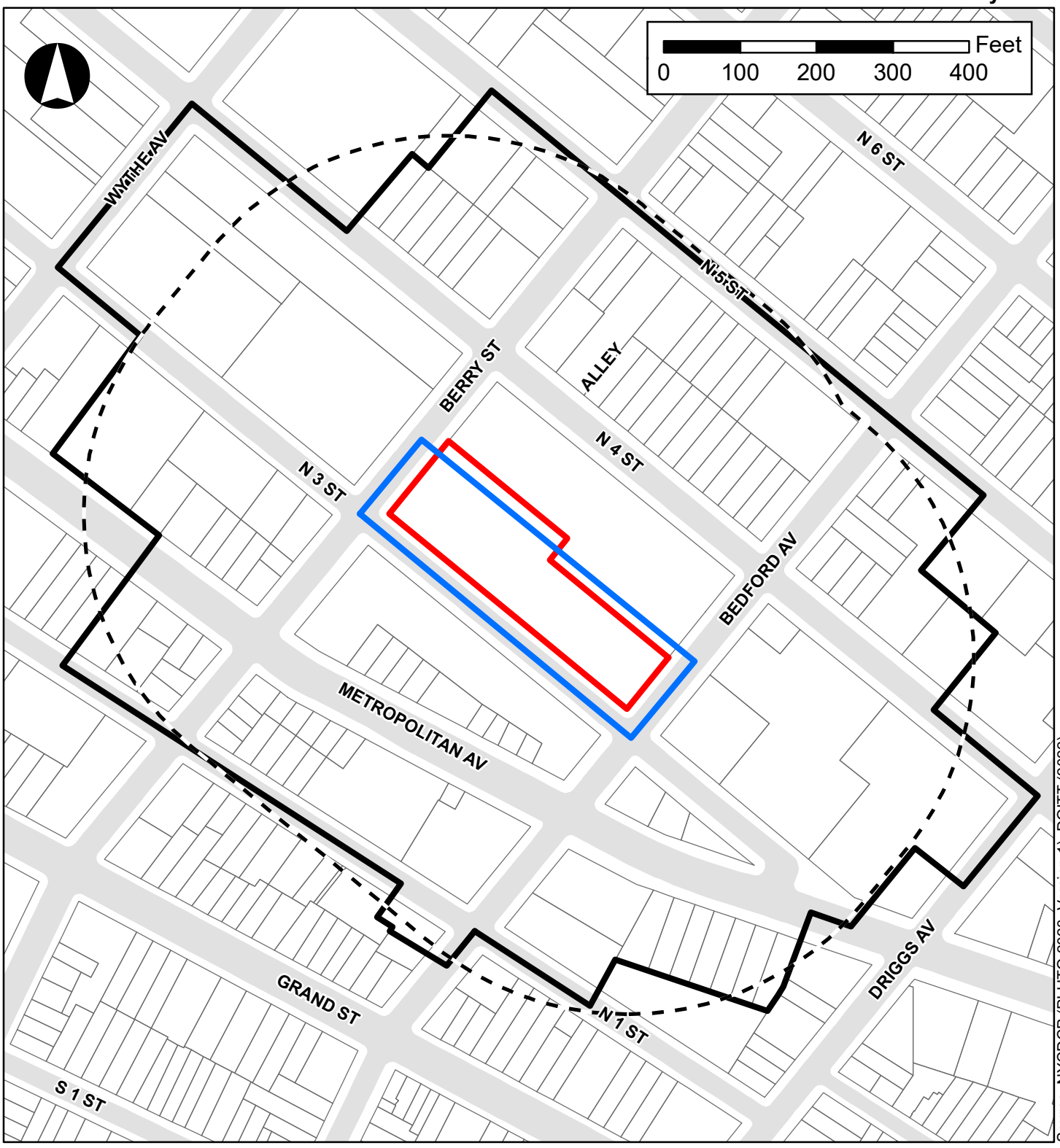
According to the *CEQR Technical Manual*, the appropriate study area for land use, zoning, and public policy is related to the type and size of an action, as well as the location and context of the area that could be affected. Study area boundaries vary according to these factors, with suggested study areas ranging from 400 feet for a small project to 0.5 miles for a very large project. The study areas for the Proposed Action have been established in accordance with *CEQR Technical Manual* guidance and are shown in **Figure C-1**.

As shown in **Figure C-1**, land use, zoning, and public policy are addressed and analyzed for two geographical areas for the Proposed Action. The study areas include: (1) the primary study area (or "Project Area"), which comprises the proposed rezoning area (southern portion of Block 2351 extending to the center line of the block); and (2) a secondary study area that encompasses an area that has the potential to experience indirect effects as a result of the Proposed Action. Given the limited geographic scope of the Proposed Action and the small scale of the Applicant's Proposed Development relative to the density of the surrounding area, a 400-foot radius from the boundary of the Project Area has been selected as the secondary study area. As shown in **Figure C-1**, the secondary study area is generally bounded by North 5th Street to the north, Driggs Avenue to the east, North 1st Street to the south, and Wythe Avenue to the west.

Data Sources

Existing land uses in the study area were identified through review of a combination of sources including field surveys and the City's Primary Land Use Tax Lot Output (PLUTO™) data files for 2023 and websites, such as NYC Open Accessible Space Information System (OASIS, www.oasisnyc.net) and NYCityMap (http://gis.nyc.gov/doitt/nycitymap/). New York City Zoning Maps and the Zoning Resolution of the City of New York were consulted to describe existing zoning districts in the study areas and provided the basis for the zoning evaluation of the future No-Action and future With-Action conditions. Relevant public policy documents, recognized by the New York City Department of City Planning (DCP) and other City agencies were utilized to describe existing public policies pertaining to the study areas.

Figure C-1
Land Use Study Area



Source: NYCDCP (PLUTO 2023, Version 1); DOITT (2022)

Legend

- Project Area (Primary Study Area)
- Land Use Study Area (Secondary Study Area)
- Development Site
- 400-Foot Radius

III. EXISTING CONDITIONS

Land Use

Existing Conditions

Primary Study Area

As shown in **Figure C-2**, the primary study area is bounded by Bedford Avenue to the east, North 3rd Street to the south, Berry Street to the west, and North 4th Street to the north. As mentioned above, the primary study area is located from the center line of the block and extends south, encompassing a majority of the Applicant-controlled Development Site (Lot 7501) and a small portion of the adjacent non-Applicant controlled Lot 6 to the north. The Project Area totals approximately 44,000 sf. North 3rd Street is a 50-foot-wide, one-way eastbound street. It has one moving lane and two parking lanes. Both Berry Street and Bedford Avenue are 60-foot-wide, one-way, northbound streets. Bedford Avenue has one moving lane and two parking lanes. Berry Street is a major arterial with one moving lane, two parking lanes, and a conventional bike lane. However, since COVID-19, Berry Street has been participating in the Open Streets program (designated as Limited Local Access), which closes streets to through traffic daily from 8am to 8pm and allows only local vehicle access for limited use (i.e., for parking, picking up/dropping off, local deliveries, emergency vehicles, Access-A-Ride, utility vehicles, and necessary city service vehicles).

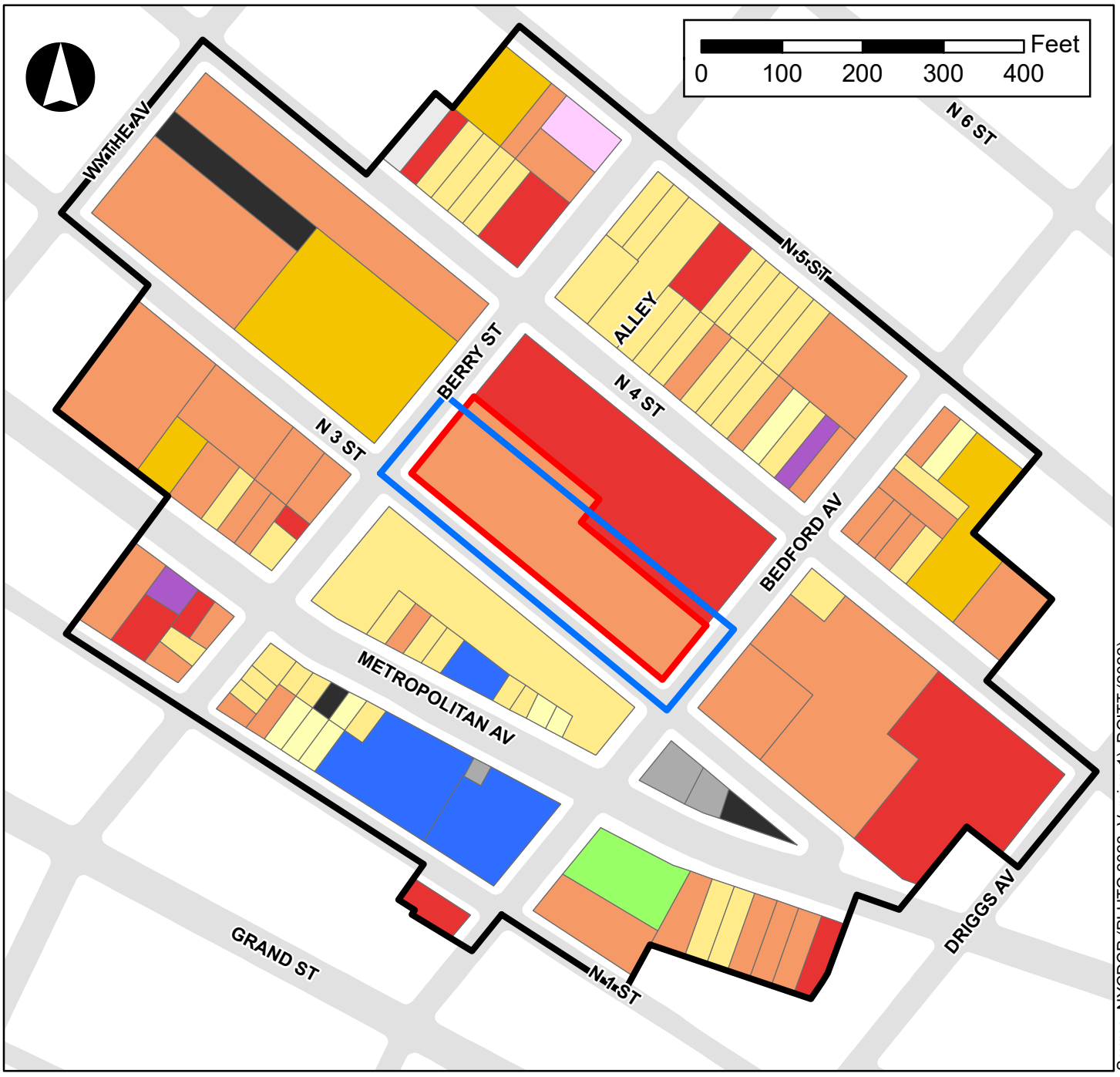
The Applicant's Development Site is a 41,418-sf parcel with approximately 400 feet of frontage along North 3rd Street, 122 feet of frontage along Berry Street and 85 feet of frontage along Bedford Avenue. The Development Site is currently improved with a three- and five-story, approximately 169,939 gsf mixed use commercial and residential building, containing 84 residential units, three retail establishments, one of which is a health club, and an underutilized accessory parking garage with 142 parking spaces. Of these 142 parking spaces, 100 are required accessory spaces for commercial uses in the building and 42 are required accessory spaces for residential uses in the building. On average, only approximately 80 spaces are utilized at any given time, including an average of three to seven spaces leased by the building's residents in any given month.

Only a small portion of Lot 6, which is not under the control of the Applicant, falls within the proposed rezoned area, comprising roughly 5,200-sf (or approximately 11 percent of Lot 6's lot area). Lot 6 has approximately 400 feet of frontage along North 4th Street, 137 feet of frontage along Bedford Avenue, and 100 feet of frontage along Berry Street. It is improved with a two-story, 122,740-gsf commercial/office building, containing various ground floor retail stores, including Whole Foods and Chipotle. The portion of Lot 6 that is included in the proposed rezoned area contains part of a health club (Equinox Williamsburg) and a cellar level parking garage.

Secondary Study Area

As shown in **Figure C-2**, land uses within the secondary study area are predominantly comprised of residential uses (one- and two-family, multifamily walkups, and multifamily elevator buildings) and mixed-use commercial/residential uses. Residential uses are located throughout the secondary study area along all streets within a 400-foot radius. One- and two-family buildings and multi-family walkup buildings are typically located along Metropolitan Avenue and to the north of North 4th Street. These buildings generally occupy rectangular-shaped lots of smaller size and smaller street frontages. Larger multi-unit buildings

Figure C-2
Land Use



Source: NYCDCP (PLUTO 2023, Version 1); DOITT (2022)

Legend

- Project Area (Primary Study Area)
- Development Site
- Land Use Study Area (Secondary Study Area)

Land Use

- One & Two Family Buildings
- Multi-Family Walkup Buildings
- Multi-Family Elevator Buildings
- Mixed Residential/Commercial Buildings
- Commercial/Office Buildings
- Industrial/Manufacturing
- Transportation/Utility
- Public Facilities & Institutions
- Open Space
- Parking Facilities
- Vacant Land
- All Other or No Data

occupy larger lots throughout the secondary study area, typically to the west of Berry Street and to the east of Bedford Avenue. The largest residential building in the secondary study area, 103 North 3rd Street (Block 2350, Lot 26), is located directly across the street to the west of the Project Area and was constructed in 1920 and altered in 2009. The six-story multi-family elevator building totals approximately 101,358-gsf and contains 40 total DUs and ground floor retail.

Mixed-use residential and commercial uses are located throughout the secondary study area in various sized lots containing local retail uses. They generally occupy smaller, 25- to 50-foot-wide lots, but there are several mixed-use residential and commercial buildings occupying larger, 125- to 400-foot-wide lots. The largest mixed-use commercial and residential building, 85 North 3rd Street, was constructed in 1910 and altered in 2006. It is located at the western-most boundary of the secondary study area on Block 2350, Lot 7501. Standalone commercial uses are typically located along North 4th Street and Metropolitan Avenue. The most recent PLUTO records identified two industrial/manufacturing uses in the secondary study area located at 137 North 4th Street (Block 2348, Lot 18) and 140 Metropolitan Avenue (Block 2364, Lot 19) containing a one- and six-story building, respectively. Based on a field visit in April 2023, the former appears to be a private garage while the latter is an abandoned building that once housed manufacturing uses.

There are three lots within the secondary study area occupied by public facilities and institutions, which are clustered on Metropolitan Avenue between Berry Street and Bedford Avenue. They include Human Services – Heartshare, a social services organization, located at 175 Metropolitan Avenue. The center was constructed in 1950. Additionally, located directly across the street at 172 Metropolitan Avenue is the Our Lady of Consolation Church which was constructed in 1920. Lastly, there is the Monsignor Alexius Jarka Hall located adjacent to the church at 268 Bedford Avenue. Monsignor Alexius Jarka Hall was constructed in 1991 as an affordable housing building for seniors and formerly homeless seniors. There is one transportation/utility use within the secondary study area, located at 101 North 5th Street, which is a one-story auto service shop. Lastly, the one open space use in the secondary study area is located at the southeastern-most boundary of the secondary study area. The open space is the Metropolitan Swimming Pool, an indoor pool located south of the Project Area at 257 Bedford Avenue.

Table C-1 provides a description of existing land uses within the secondary study area. As shown in the table, residential uses are the most prevalent in terms of highest percentage of total lots and the second highest percentage of lot area and building area (approximately 47.3, 30.1, and 24.4 percent, respectively). Of the residential uses, multifamily walkup houses comprise the highest percentage of lots (approximately 36.4 percent). Mixed-use commercial and residential buildings comprise the highest percentage of total lot and building area, accounting for approximately 42.2 and 53.4 percent, respectively. Commercial and office buildings comprise the third highest percentage of total lots, lot area, and building area at 9.1, 17.2, and 16.3 percent, respectively. Industrial/manufacturing uses account for 1.8 percent of all lots within the secondary study area, 0.7 percent of lot area, and 0.9 percent of total building area. Public facilities, parking facilities, and vacant land uses are tied in terms of percentage of total lots at 2.7 percent, however public facilities has a greater lot area (5.0 percent compared to 0.9 percent for parking facilities and 1.8 percent for vacant land) and greater building area (3.9 percent compared to 0.0 percent for both parking facilities and vacant land). Finally, both transportation/utility and open space uses have one lot within the secondary study area.

Table C-1: Existing Land Uses within the Secondary Study Area[1]

Land Use	Number of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential *One & Two-Family Residential* *Multi-Family Walkup Buildings* *Multi-Family Elevator Buildings*	 8 40 4	 7.3% 36.4% 3.6%	 11,495 sf 118,685 sf 61,733 sf	 1.8% 18.6% 9.7%	 19,207sf 219,722sf 171,994 sf	 1.1% 13.1% 10.2%
Mixed Commercial/Residential Buildings	35	31.8%	269,108sf	42.2%	899,266sf	53.4%
Commercial/Office Buildings	10	9.1%	109,734 sf	17.2%	273,571sf	16.3%
Industrial/Manufacturing	2	1.8%	4,478sf	0.7%	14,399sf	0.9%
Transportation/Utility	1	0.9%	4,393sf	0.7%	2,500sf	0.1%
Public Facilities & Institutions	3	2.7%	31,584 sf	5.0%	64,969 sf	3.9%
Open Space	1	0.9%	9,600 sf	1.5%	17,000 sf	1.0%
Parking Facilities	3	2.7%	5,439 sf	0.9%	530 sf	0%
Vacant Land	3	2.7%	11,612sf	1.8%	0 sf	0%
Total	**110**	**100.0%**	**637,861sf**	**100.0%**	**1,683,158sf**	**100.0%**

Source: NYC Map PLUTO (23v1) 2023

Notes:

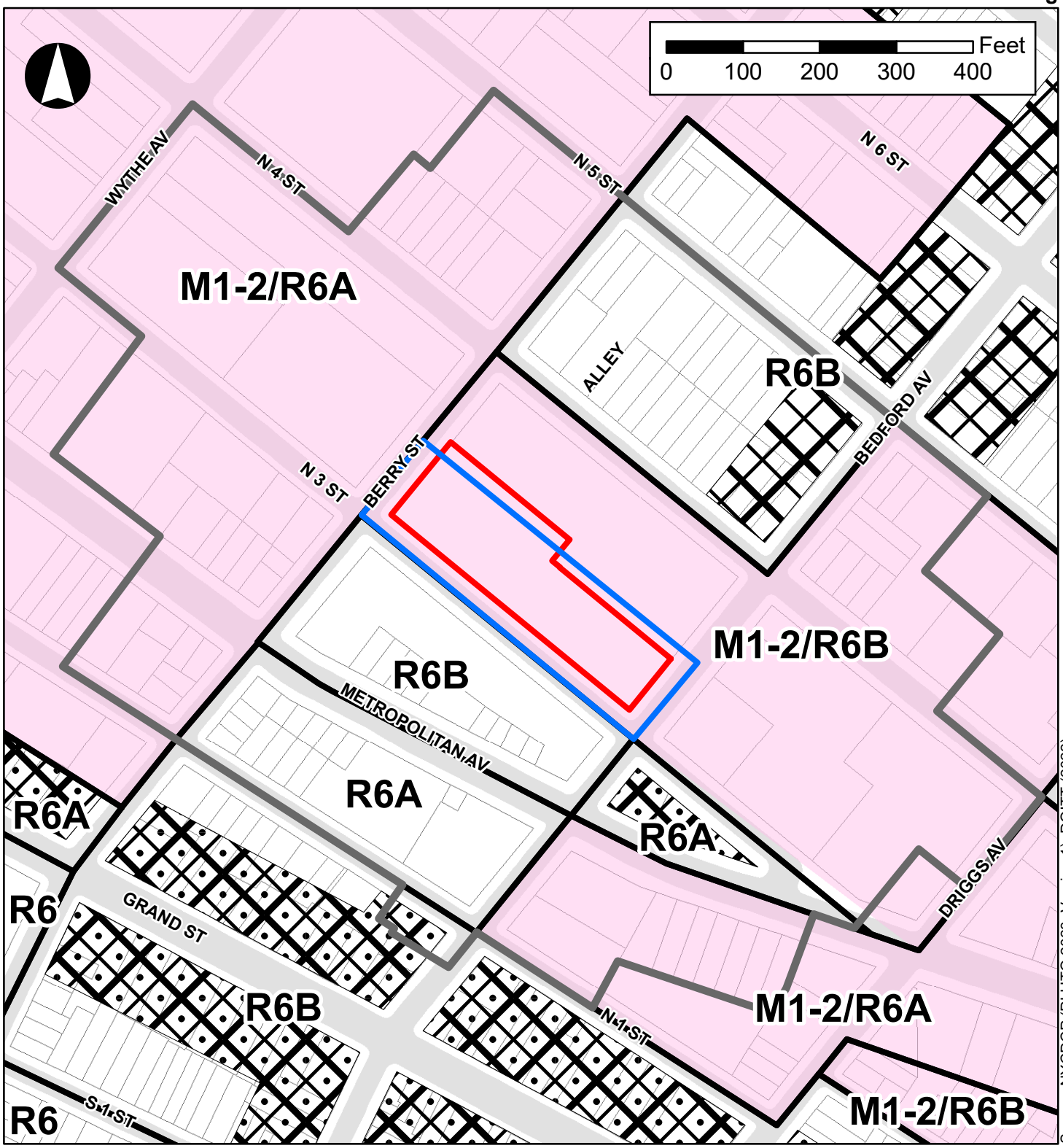
[1] Includes all lots fully or mostly within the secondary study area.

Zoning

Primary Study Area

As shown in **Figure C-3**, the primary study area is currently located in an M1-2/R6B district within the Greenpoint-Williamsburg Special Mixed Use District (MX-8). The M1-2/R6B (MX-8) zoning district covers three blocks, roughly bounded by North 5th Street to the north, Driggs Avenue to the east, North 3rd Street to the south, and Berry Street to the west. The primary study area was originally zoned M1-2 upon the adoption of the 1961 Zoning Resolution and, in 2005, was rezoned to M1-2/R6B (MX-8) as part of the Greenpoint-Williamsburg Rezoning, which was established to encourage investment in, and enhance the vitality of, existing neighborhoods with mixed residential and industrial uses in close proximity, and create expanded opportunities for new mixed-use communities.

MX districts are special purpose districts that pair manufacturing districts with residence districts. The M1-2/R6B (MX-8) district allows a base maximum FAR of 2.0 for commercial and manufacturing uses and a base maximum FAR of 2.0 for residential uses, bonus of up to 2.2 FAR with the provision of affordable housing pursuant to the Inclusionary Housing Program. For mixed-use buildings, the total maximum FAR is the highest maximum FAR applicable to any use on the zoning lot. M1 districts typically include light industrial uses, such as repair shops and storage facilities, among other uses. Nearly all industrial uses are



Source: NYCDCP (PLUTO 2023, Version 1); DOITT (2022)

Legend

- Project Area (Primary Study Area)
- Development Site
- Land Use Study Area (Secondary Study Area)

Commercial Overlay

- C1-4
- C2-4

- Zoning District Boundaries
- Special Mixed Use District (MX-8)

allowed if performance standards are met; offices, and most retail uses are also permitted. Hotels, permitted as-of-right until 2018, now require a CPC special permit for new or expanded buildings. In addition, certain community facilities, such as hospitals, are allowed by special permit, but houses of worship are permitted on an as-of-right basis. M1-2 districts have a maximum manufacturing and commercial floor area ratio (FAR) of 2.0. Parking varies by use; for commercial retail uses, one accessory parking space is required per 300 sf of floor area.

Secondary Study Area

Zoning classifications within the 400-foot secondary study area are also shown in **Figure C-3** and described in **Table C-2**, and consist of residential and manufacturing zoning districts and mapped commercial overlays along Bedford Avenue. As shown in **Figure C-3**, R6A and R6B zoning districts are mapped south of North 3rd Street and north of North 4th Street between Berry Street and Bedford Avenue. Within the Special Mixed Use District (MX-8) boundary, a M1-2/R6A district is mapped west of Berry Street and the M1-2/R6B district is mapped east of Berry Street. Commercial overlays are present within the secondary study area with a C1-4 commercial overlay along the northside of Bedford Avenue between North 4th and North 5th Streets and a C2-4 commercial overlay along the southside of Bedford Avenue between Metropolitan Avenue and North 3rd Street. Zoning classifications within the secondary study area are described in **Table C-2**.

Table C-2: 400-foot Radius Area Zoning Districts

District	Definition/General Use	Maximum FAR	Parking Requirements
M1-2	M1 districts typically include light industrial uses, such as repair shops and storage facilities, but nearly all industrial uses are allowed. Offices, hotels, and most retail uses are also permitted. Certain community facilities are allowed by special permit, but houses of worship are allowed as-of-right.	R: Not Permitted M: 2.0 CF: 4.8 (Use Group 4 only) C: 2.0 (Use Groups 5-14, 16-17)	Varies by use
R6A	R6A districts are contextual residential districts that produce high lot coverage, six- to eight-story apartment buildings. Buildings in R6A districts are set at or near the street line and designed to be compatible with older buildings in medium-density neighborhoods. Quality housing bulk regulations are mandatory in R6A districts. Buildings in R6A districts may rise to 40 feet before a 10-foot setback on a wide street or 15 feet on a narrow street before rising to its maximum height of 70 feet, or 75 feet if providing a qualifying ground floor. R6A districts permit Use Groups 1 to 4. Off-street parking is usually required for 50 percent of units but can be waived or modified.	R: 3.0, 3.6 (IH) C & M: Not permitted CF: 3.0	50% of DU or 25% of IRHUs
R6B	R6B are contextual districts that often contain traditional row house, which preserves the scale and streetscape of medium-density neighborhoods of four-story attached buildings. The base height of a new building must be between 30 and 40 feet before a setback where it rises to a maximum height of 50 feet, or 55 feet for buildings providing a qualifying ground floor. R6B districts permit Use Groups 1 to 4. Off-street parking is usually required for 50 percent of units but can be waived or modified.	R: 2.0, 2.2 (IH) C & M: Not permitted CF: 2.0	50% of DU or 25% of IRHUs
Commercial Districts			
C1-4 (overlay)	C1 commercial overlays are mapped within residential districts along streets that serve local retail needs, as well as meet broader shopping and service needs. In mixed-use buildings, commercial uses are limited to one or two floors and must always be located below the residential uses. C1 commercial overlay districts permit a fewer range of uses than C2 districts.	R & CF: Same as underlying R district C: 1.0 within R1-R5 districts & 2.0 within R6-R10 districts M: 0.0	Varies by use
C2-4 (overlay)	C2 commercial overlays are mapped within residential districts along streets that serve local retail needs, as well as meet broader shopping and service needs. In mixed-use buildings, commercial uses are limited to one or two floors and must always be located below the residential uses. C2 districts permit a slightly wider range of uses than C1 commercial overlays.	R & CF: Same as underlying R district C: 1.0 within R1-R5 districts & 2.0 within R6-R10 districts M: 0.0	Varies by use

Source: Zoning Resolution of the City of New York
Notes: CF: community facility; R: residential; C: commercial; M: manufacturing

Public Policy

According to the *CEQR Technical Manual*, a project that would be located within areas governed by public policies controlling land use, or that has the potential to substantially affect land use regulation or policy controlling land use, requires an analysis of public policy. A preliminary assessment of public policy should identify and describe any public policies, including formal plans or published reports, which pertain to the study area. If a proposed project could potentially alter or conflict with identified policies, a detailed assessment should be conducted; otherwise, no further analysis of public policy is necessary.

The study areas are not part of, or subject to, an Urban Renewal Plan, adopted community 197-a Plan, Business Improvement District (BID), Industrial Business Zone (IBZ), Food Retail Expansion to Support Health Program (FRESH) zoning and discretionary tax incentive area, or the Waterfront Revitalization Program (WRP).

One Citywide policy considered under CEQR, the OneNYC plan, is relevant to the Development Site and Proposed Action given that the RWCDS would eliminate parking spaces which would be consistent with the City's goal to achieve carbon neutrality by 2050 by reducing greenhouse gas emissions emitted by automobiles.

OneNYC 2050: Building a Strong and Fair City

In April 2019, the City released *OneNYC 2050: Building a Strong and Fair City* (OneNYC 2050), a strategic plan for inclusive growth and climate action in New York City. Building upon its predecessor, *One New York: The Plan for a Strong and Just City* (OneNYC), OneNYC 2050 brings new attention to the fundamental link between climate action and inclusive growth with a focus on creating good-paying jobs, ensuring equitable access to natural resources, guaranteeing the right to quality healthcare and education, and promoting justice by recognizing and repairing the damage caused by historic oppression. The plan's eight goals lay the foundation for transformational change:

- **A Vibrant Democracy**, where every New Yorker is welcomed into the City's civic and democratic life.
- **An Inclusive Economy**, where economic growth creates opportunities for New Yorkers and safeguards the American Dream.
- **Thriving Neighborhoods**, where all communities have safe, affordable housing and are well-served by parks, cultural resources, and other shared spaces.
- **Healthy Lives**, where health inequities based on race and ethnicity are eliminated, and all residents have equal access to health care, clean air, and healthy food.
- **Equity and Excellence in Education**, where diverse and fair schools provide a quality education for every student, and New York serves as a model for education children of all backgrounds.
- **A Livable Climate**, where we no longer rely on fossil fuels and have mitigated the risks posed by climate change.
- **Efficient Mobility**, where affordable, reliable, safe, and sustainable transportation options mean no New Yorker needs to rely on a car.
- **Modern Infrastructure**, where reliable physical and digital infrastructure allows New Yorkers to flourish.

OneNYC 2050 articulates a global perspective on the long-term needs of the City and how we must grow responsibly and sustainably while supporting the well-being of all New Yorkers. The plan is referred to as New York City's Green New Deal, and progress reports are released yearly.

IV. FUTURE WITHOUT THE PROPOSED ACTION (NO-ACTION CONDITION)

Land Use and Zoning

Primary Study Area

As discussed in **Attachment A, "Project Description,"** in the 2025 future without the Proposed Action (No-Action condition), it is anticipated that no zoning changes would occur within the Project Area, and the existing uses would remain.

Under the No-Action condition, it is expected that the Applicant-owned Development Site would remain the same as under existing conditions, as a three- and five-story, approximately 169,939 gsf mixed-use commercial and residential building on Block 2351, Lot 7501, with 84 DUs, three retail establishments, and a 142-space accessory parking garage.

Additionally, the existing two-story, 122,740-gsf commercial and office building located on the non-Applicant controlled Block 2351, Lot 6, would remain unchanged under No-Action conditions.

Secondary Study Area

Within the secondary study area, there is one known project slated for redevelopment. A new commercial development located at 276 Bedford Avenue (Block 2380, Lot 20) is anticipated to be developed by the analysis year. Though the most recent DCP dataset categorized the lot as mixed-use commercial and residential use, permits filed with the Department of Buildings (DOB) show the development would only be commercial use (Job# B00480477). The new commercial retail development would be two-stories (30-foot-tall) and total approximately 5,430-gsf.

Public Policy

There are no anticipated changes to public policy in the study area in the 2025 future without the Proposed Action.

V. FUTURE WITH THE PROPOSED ACTION (WITH-ACTION CONDITION)

Proposed Action

Under the With-Action condition, the Proposed Action would be approved, and the Project Area would be rezoned from M1-2/R6B (MX-8) to M1-4/R6B (MX-8). As described in **Attachment A, "Project Description,"** under the RWCDS, the Proposed Action would facilitate the conversion of a portion of the existing accessory parking garage within the existing building on the Development Site to an approximately 18,000 sf self-storage facility. As mentioned above, the Applicant-owned Development Site is currently improved with a three- and five-story, 169,939-gsf mixed-use commercial and residential building with 93,726-gsf of residential use (84 DUs), 46,030-gsf of commercial use (three retail establishments), and a 142-space below-grade accessory parking garage. Of the 142 parking spaces, 42 are accessory parking spaces to the residential use and 100 are accessory parking spaces to the commercial use. The existing residential and commercial uses as well as the 42 accessory residential parking spaces would remain while the underutilized 100 accessory commercial parking spaces would be converted to the self-storage locker facility. There would be approximately 300 storage units with a range of sizes from 4 feet by 4 feet to 5 feet by 10 feet. A majority of the storage unit sizes would be no larger than 6 feet by 6 feet and no units would exceed a footprint of 50 square feet.

Though the Proposed Action would also rezone a portion of non-Applicant owned Lot 6, that lot is not expected to be redeveloped as only a small portion of the lot (approximately 5,200 sf or 11 percent of the lot area), is encompassed within the proposed rezoned area. In addition, the Proposed Action would not change the bulk, use, and density regulations of the existing zoning, and the adjacent lot is already fully utilized as a commercial retail and office building. As the Proposed Action would not change allowable density nor would it apply to the majority of the lot, changes to Lot 6 are unlikely.

Land Use

Primary Study Area

The Proposed Action would result in changes to land use within the primary study area by removing the accessory parking requirement for commercial uses. Under the RWCDS, the accessory parking spaces for commercial use in the Development Site would be replaced by a new commercial use. The Proposed Action would replace the 100 commercial accessory parking spaces in the existing 142-space below-grade parking garage with an approximately 18,000-sf self-storage locker facility. The Proposed Action would allow a more productive use to occupy the space of the existing underutilized garage. The garage's size does not reflect the current conditions and needs of the residents and visitors in the surrounding area. On average, only approximately 80 spaces are utilized at any given time, including an average of three to seven spaces leased by the building's residents in any given month. In addition, the Project Area is well-served by existing transit, with the Bedford Avenue subway station (L line), B62 and Q59 bus lines, and multiple bikeways serving the surrounding area. Reducing the capacity of the existing garage would not create a parking shortfall in the area nor would it result in a negative impact on parking demand.

The proposed self-storage locker facility is expected to complement existing one- and two-family homes, multi-unit walkup and elevator residential apartment buildings, and mixed-use residential and commercial buildings near the Development Site on the bounding streets.

The Proposed Action would not generate land uses that would be incompatible with surrounding uses, nor would it directly displace land uses in such a way as to adversely affect surrounding land uses. The introduction of a self-storage facility would support the needs of the local residents in the neighborhood. Therefore, the Proposed Action would not conflict with land use trends, and no significant adverse land use impacts are expected.

Secondary Study Area

The Proposed Action is not expected to alter development trends or patterns in the secondary study area as the Proposed Action would have no direct effect on land use nor zoning in the secondary study area. It is the applicant's opinion that the proposed commercial use at the Development Site would complement and be beneficial to the surrounding mixed-use neighborhood. As noted above, land uses in the secondary study area are varied with a dense mix of residential, commercial, industrial/manufacturing, public facilities, open space, parking facilities, and transportation/utility uses. As described in **Attachment A, "Project Description,"** the Williamsburg neighborhood does not have self-storage facilities that meet the needs of its residents. Existing storage facilities in the neighborhood include Bounce Luggage Storage (small store for travelers' luggage storage) and Local Locker Storage (a chain business which operates in very small spaces in converted portions of buildings). Local Locker Storage offers approximately 25 storage units per location and typically has a wait-list due to its full occupancy. In a high-density, mixed-use neighborhood, residents typically need additional storage to store their extra belongings. The Proposed Action would introduce a new commercial use that would serve the local residents.

Therefore, the Proposed Action would not introduce any new land uses that would be incompatible with their surroundings, and the Proposed Action would not represent a significant adverse impact on land use in the secondary study area in accordance with the criteria set forth in the *CEQR Technical Manual.*

Zoning

Primary Study Area

In the future With-Action condition, the existing zoning in the primary study area would change along North 3rd Street between Berry Street and Bedford Avenue to a depth of approximately 111 feet north of North 3rd Street, which would be the centerline of the block. The existing M1-2/R6B (MX-8) zoning district would be rezoned to a M1-4/R6B (Mx-8) zoning district. The split lot regulations of the Zoning Resolution would allow the parking and loading regulations of the proposed M1-4/R6B district to be applied to the Applicant's entire zoning lot (the Development Site) under these conditions.

The proposed zoning district would allow the same mix of uses as the existing M1-2/R6B (MX-8) district, including residential and community facility uses (Use Group 4 only), manufacturing (Use Group 17), as well as commercial uses (Use Groups 5 to 14 and 16).

The proposed M1-4/R6B (MX-8) zoning district would eliminate the commercial accessory parking requirement for the Development Site, which would allow an 18,000-sf portion of the existing parking garage to be converted to a below-grade self-storage locker facility. As the Proposed Action would eliminate the commercial accessory parking requirement for the Project Area while keeping all use, height

and bulk regulations governing the Project Area unchanged, the Proposed Actions are not expected to result in significant adverse zoning impacts.

Secondary Study Area

The Proposed Action would only apply in the primary study area and would not affect the larger secondary study area. The proposed zoning change would be consistent with other residential and mixed-use zoning in the secondary study area as the entire secondary study area is zoned for residential and mixed residential and manufacturing uses. The Proposed Action would not result in any significant impacts to zoning patterns in the larger secondary study area, nor have a significant impact on the extent of conformity within the surrounding area.

Public Policy

As detailed below, the Proposed Action would not result in any significant adverse public policy impacts to the primary or secondary study areas. The proposed zoning change is expected to help foster livable neighborhoods by transitioning to carbon neutrality in a just and equitable manner.

OneNYC 2050: Building a Strong and Fair City

The Proposed Action would be consistent with the goals and initiatives outlined in OneNYC 2050. In particular, it would support OneNYC 2050's initiative to achieve carbon neutrality by 2050 by eliminating parking spaces, which reduces greenhouse gas emissions. The Proposed Action would facilitate the conversion of a portion of an existing below-grade accessory parking garage to an approximately 18,000-sf self-storage locker facility. The reduced-sized garage would reduce greenhouse gas emissions by removing the potential of vehicle trips entering and exiting the garage. In addition, the elimination of parking spaces would not be a burdensome transition for the Williamsburg neighborhood as it is well-served by public transportation. As mentioned above, several bus and transit lines (B62 and Q59 bus lines and the L line) as well as multiple bikeways serve the area surrounding the Project Area.

Overall, the Proposed Action does not conflict with any public policies and would be supportive of the applicable goals and objectives of OneNYC 2050.

ATTACHMENT D:
TRANSPORTATION

I. INTRODUCTION

This attachment describes the transportation characteristics and potential impacts associated with the Proposed Action, presenting the findings of the analyses of traffic, parking, transit, and pedestrian conditions for the Proposed Action's Reasonable Worst Case Development Scenario ("RWCDS"). As discussed in **Attachment A, "Project Description,"** the Applicant is seeking to rezone the southern half of Brooklyn Block 2351 (the "Project Area") from M1-2/R6B (MX-8) to M1-4/R6B (MX-8) (the "Proposed Action") in the Williamsburg neighborhood of Brooklyn Community District (CD) 1 (refer to **Figure D-1**). The proposed rezoning would eliminate the commercial accessory parking requirement for the Applicant-owned Lot 7501 (the "Development Site") to facilitate the conversion of a portion of the existing accessory parking garage within the existing building to an approximately 18,000-square-foot (sf) below-grade commercial locker self-storage facility (the "Proposed Project"). In addition to the Applicant-owned Development Site, the proposed zoning boundary would encompass a small portion of non-Applicant controlled Lot 6 to the north, which is not expected to be affected by the Proposed Action.

In the future without the Proposed Action, it is assumed that the existing conditions on the Development Site would remain, with 84 DUs of residential space, 22,293 gsf of local retail space, and 27,737 gsf of health club space, and a 142-space accessory parking garage at the subcellar level of the 169,939 gsf building.

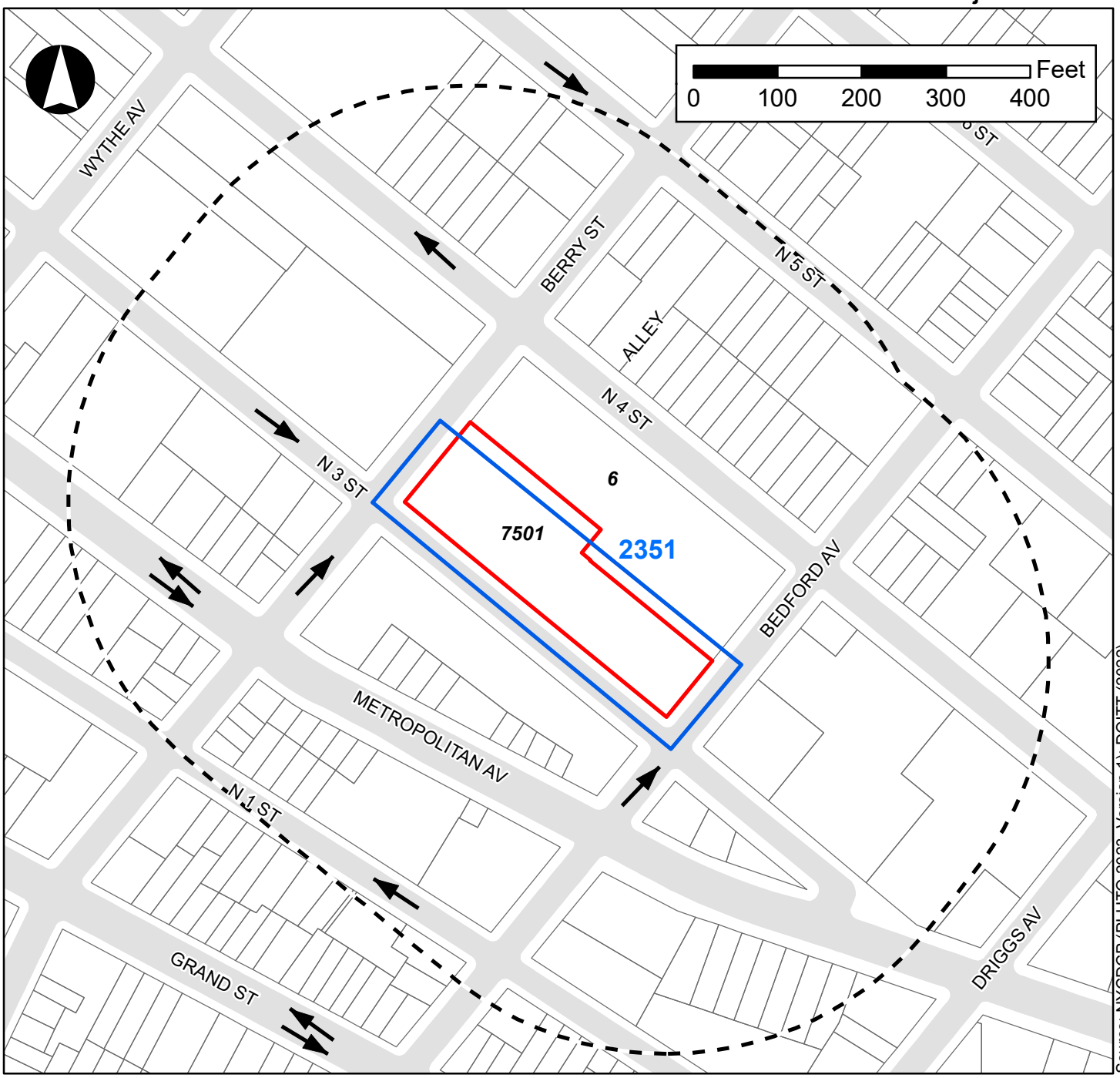
In the future with the Proposed Action, the Proposed Action would be approved and the Applicant would proceed with the Proposed Project on the Development Site. The Development Site's residential and commercial uses would remain the same as under existing conditions while the parking garage would be reduced from 142 spaces to 42 spaces and would remain in operation as an accessory parking facility for residents of the Development Site. The 100 accessory parking spaces for commercial use would be renovated and converted to an approximately 18,000 gsf locker self-storage facility.

The Proposed Project is expected to be completed and fully operational by 2025. The incremental differences between the No-Action and With-Action conditions serve as the basis of the transportation impact analysis, which was conducted in accordance with the 2021 *City Environmental Quality Review* ("CEQR") *Technical Manual*.

II. PRELIMINARY ANALYSIS METHODOLOGY

The 2021 *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (a Level 1 screening assessment) analysis to estimate the numbers of person and vehicle trips attributable to the Proposed Action. According to the 2021 *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak-hour vehicle or ferry trips and fewer than 200 peak-hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 screening assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments show that a proposed action would generate 50 or more peak-hour vehicle trips at an intersection, 200 or more peak-hour subway trips at a station, 50 or more peak-

Figure D-1
Project Location



Source: NYCDCP (PLUTO 2023, Version 1); DOITT (2022)

Legend

- Project Area
- 400-Foot Radius
- Development Site
- 2351 Blocks
- 7501 Lots
- Street Direction



hour bus trips in one direction along a bus route, 25 or more peak hour trips by Citywide Ferry Service ("CWFS") in a single direction or 50 or more at a ferry landing, or 200 or more peak-hour pedestrian trips traversing a sidewalk, corner area, or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, vehicular and pedestrian safety, and parking conditions.

III. LEVEL 1 SCREENING ASSESSMENT

A Level 1 screening assessment was conducted in order to estimate the number of person and vehicle trips by mode expected to be generated by the Proposed Action during the weekday AM, midday, PM, and Saturday midday peak hours. These estimates were then compared to the 2021 *CEQR Technical Manual* analysis thresholds of 50 peak hour vehicle trips, 200 peak hour subway/rail riders, 50 peak hour bus riders, and 200 peak hour pedestrian trips to determine if a Level 2 screening assessment and/or quantified operational analyses may be warranted. The travel demand assumptions used for this assessment are discussed below and a detailed travel demand forecast is provided.

Table D-1 provides a comparison of the 2025 No-Action and 2025 With-Action conditions identified for analysis purposes under the Proposed Action. As shown in **Table D-1**, by 2025, the incremental (net) change that would result under the Proposed Action is a net increase of approximately 18,000-gsf of self-storage use and a net decrease of 100 parking spaces. As the incremental development would have the potential to exceed 2021 *CEQR Technical Manual* analysis thresholds, preliminary travel demand forecasts were prepared.

Table D-1: 2025 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Condition (gsf)	With-Action Condition (gsf)	Net Increment
Residential	93,726	93,726	±0 gsf
Commercial (Local Retail)	22,293	22,293	±0 gsf
Commercial (Health Club)	27,737	27,737	±0 gsf
Commercial (Self-Storage)	0	18,000	+18,000 gsf
Accessory Parking Spaces	142 spaces	42 spaces	-100 spaces

Transportation Planning Factors

Table D-2 shows the transportation planning factors that were used to forecast the travel demand generated by the proposed uses in the weekday AM, midday, PM, and Saturday midday peak hours. These include trip generation rates, temporal and directional distributions, mode choice factors, vehicle occupancies, and truck trip factors for the incremental differences between the No-Action and With-Action conditions (refer to **Table D-1**). The factors in **Table D-2** were based on data from the 2019 *59-02 Borden Ave Self-Storage Special Permit EAS*.

Travel Demand Forecast

The net incremental change in person and vehicle trips expected to result from the Proposed Action were derived based on the net change in land uses shown in **Table D-1** and the transportation planning factors shown in **Table D-2**. **Table D-3** shows an estimate of the total net incremental changes in peak hour person and vehicle trips that would occur in 2025 with the implementation of the Proposed Action. As shown in **Table D-3**, the Proposed Action's RWCDS would generate an incremental increase of approximately 2, 3, 2, and 5 person trips (in and out combined) in the weekday AM, midday, and PM, and Saturday peak hours, respectively.

Table D-2: Transportation Planning Factors

Land Use:	**Self Storage**	
Trip Generation:	(1)	
Weekday	1.42	
Saturday	2.34	
	per 1,000 gsf	
Temporal Distribution:	(1)	
AM	4.9%	
MD	12.3%	
PM	8.6%	
Saturday	12.4%	
Modal Splits:	(1)	
Auto	100.0%	
Taxi	0.0%	
Subway	0.0%	
Bus	0.0%	
Walk/Other	0.0%	
	100.0%	
	(1)	
In/Out Splits:	In	Out
AM	50%	50%
MD	55%	45%
PM	50%	50%
Saturday	52%	48%
Vehicle Occupancy:		
	(1)	
Auto	1.20	
Taxi	1.20	
Truck Trip Generation:	(1)	
Weekday	0.00	
Saturday	0.00	
	per 1,000 gsf	
	(1)	
AM	0.0%	
MD	0.0%	
PM	0.0%	
Saturday	0.0%	
	In	Out
All Periods	50.0%	50.0%

Sources:

(1) *Based on data from 59-02 Borden Ave Self-Storage Special Permit EAS (2019).*

Table D-3: Travel Demand Forecast

Land Use:	Self Storage		Total	
Size/Units:	18,000 gsf			
Peak Hour Person Trips:				
AM	2		2	
MD	3		3	
PM	2		2	
Saturday	5		5	
Person Trips:				
AM				
	In	Out	In	Out
Auto	1	1	1	1
Taxi	0	0	0	0
Subway	0	0	0	0
Bus	0	0	0	0
Walk/Other	0	0	0	0
Total	1	1	1	1
MD				
	In	Out	In	Out
Auto	2	1	2	1
Taxi	0	0	0	0
Subway	0	0	0	0
Bus	0	0	0	0
Walk/Other	0	0	0	0
Total	2	1	2	1
PM				
	In	Out	In	Out
Auto	1	1	1	1
Taxi	0	0	0	0
Subway	0	0	0	0
Bus	0	0	0	0
Walk/Other	0	0	0	0
Total	1	1	1	1
Saturday				
	In	Out	In	Out
Auto	3	2	3	2
Taxi	0	0	0	0
Subway	0	0	0	0
Bus	0	0	0	0
Walk/Other	0	0	0	0
Total	3	2	3	2
Vehicle Trips:				
AM				
	In	Out	In	Out
Auto (Total)	1	1	1	1
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	1	1	1	1
MD				
	In	Out	In	Out
Auto (Total)	2	1	2	1
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	2	1	2	1
PM				
	In	Out	In	Out
Auto (Total)	1	1	1	1
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	1	1	1	1
Saturday				
	In	Out	In	Out
Auto (Total)	3	2	3	2
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	3	2	3	2

Table D-4 summarizes the incremental peak hour person trips and vehicle trips generated by the Proposed Action's RWCDS. As shown in **Table D-4**, the Proposed Action's RWCDS would generate approximately 2, 3, 2, and 5 incremental vehicle trips (auto, taxi, and truck combined) during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. The Proposed Action's RWCDS is not expected to generate any incremental subway, bus, and pedestrian (including walk-only, subway, and bus trips) in the weekday AM, midday, PM, and Saturday midday peak hours.

Table D-4: Travel Demand Forecast Summary

Peak Hour	Vehicle Trips			Person Trips											
				Subway			Bus			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
MD	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0
PM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
Saturday	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

[1] Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

As the number of peak hour vehicle, transit, and pedestrian trips resulting from the Proposed Action's RWCDS would not exceed the 2021 *CEQR Technical Manual* analysis thresholds for traffic, bus, and pedestrians (including walk-only, subway, and bus trips) during one or more peak hours, a Level 2 screening assessment is not warranted and additional detailed analysis is not required for these modes.

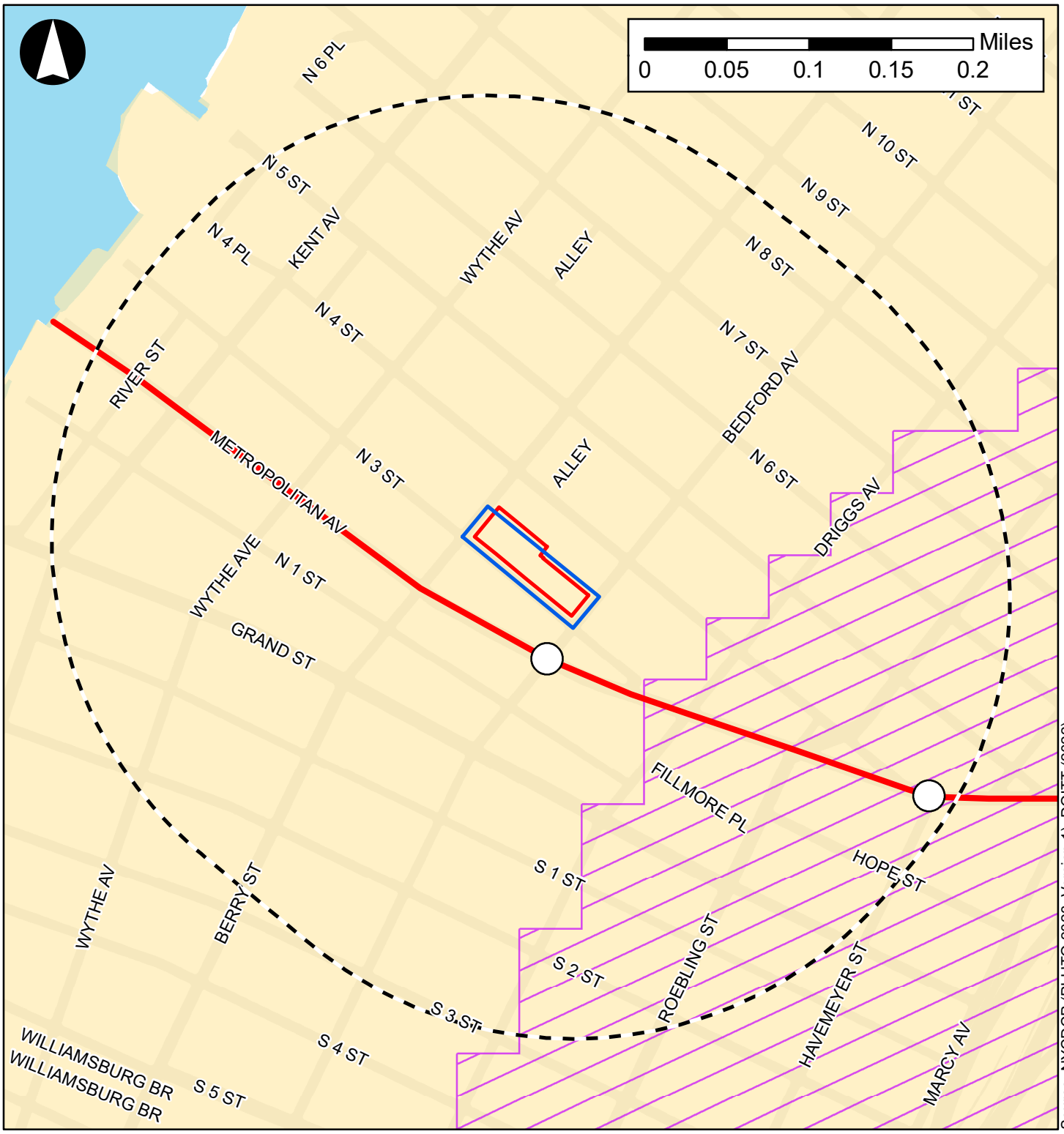
IV. LEVEL 2 SCREENING ASSESSMENT

Street User Safety

Under *CEQR Technical Manual* guidance, an evaluation of street user safety is needed for locations within a quarter-mile radius of the Project Site that have been identified as high-crash locations. These are defined as a location identified along a Vision Zero priority intersection or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. In addition, any location along a Vision Zero priority corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available should be identified as a high crash location.[1]

The Project Area is located within a Senior Pedestrian Focus Area and adjacent to a "Priority Area". Within the quarter-mile radius of the Project Area, Metropolitan Avenue is a Vision Zero Priority Corridor as shown in **Figure D-2**. In addition, within the quarter-mile radius of the Project Area, Bedford Avenue is a Truck Priority Safety Corridor. In addition, as shown in **Table D-5** and **Figure D-2**, two intersections have been identified as high crash locations based on the criteria outlined above. Both intersections are located along a Priority Corridor that experienced total of three or more pedestrian/bicyclist injury crashes in one or more years during the three-year period – Metropolitan Avenue at Havemeyer Street and Metropolitan Avenue at Bedford Avenue.

[1] Vision Zero seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside of a motor vehicle. Vision Zero corridors and intersections are identified as locations that disproportionately account for pedestrian fatalities and severe injuries, thus prioritizing them for safety interventions.



Legend

- Project Area
- Development Site
- 1/4-Mile Radius
- Priority Areas
- Priority Corridors
- High-Crash Locations
- Safe Streets for Seniors

Table D-5: Crash Data Summary

Intersection		Pedestrian Injury Crashes			Bicycle Injury Crashes			Total Pedestrian/Bicyclist Injury Crashes			Total Crashes (Reportable + Non-Reportable)		
		2017	2018	2019	2017	2018	2019	2017	2018	2019	2017	2018	2019
River St	N 1 St	0	0	0	0	0	0	0	0	0	0	1	0
	N 3 St	0	0	0	0	0	0	0	0	0	0	1	0
Kent Ave	N 7 St	0	1	1	2	0	1	2	1	2	2	2	5
	N 6 St	0	1	0	0	0	0	0	1	0	0	3	0
	N 5 St	0	0	0	1	1	0	1	1	0	1	5	3
	N 4 St	0	1	1	1	2	1	1	3	2	1	5	5
	N 3 St	0	0	0	0	0	2	0	0	2	1	0	2
	N 1 St	0	0	0	0	0	0	0	0	0	0	0	2
	Grand St	0	0	0	0	1	0	0	1	0	0	1	5
Wythe Ave	N 8 St	0	0	0	0	1	0	0	1	0	1	4	0
	N 7 St	0	0	0	0	1	0	0	1	0	1	2	1
	N 6 St	0	0	0	0	0	0	0	0	0	0	0	1
	N 5 St	0	0	0	0	0	0	0	0	0	0	1	2
	N 4 St	0	1	0	0	0	0	0	1	0	2	3	0
	N 3 St	0	1	0	0	0	0	0	1	0	0	2	0
	N 1 St	0	0	0	1	0	0	1	0	0	1	0	1
	Grand St	1	2	1	0	1	0	1	3	1	1	4	1
	S 1 St	0	0	0	0	0	0	0	0	0	1	0	3
	S 2 St	0	0	0	0	0	0	0	0	0	2	1	2
Berry St	N 8 St	0	0	0	0	0	0	0	0	0	0	1	1
	N 7 St	1	1	1	0	0	0	1	1	1	1	4	2
	N 6 St	0	0	0	1	0	0	1	0	0	2	0	1
	N 5 St	0	1	0	0	0	0	0	1	0	0	1	0
	N 4 St	0	0	1	1	1	1	1	1	2	2	8	4
	N 3 St	0	0	0	0	1	1	0	1	1	6	4	4
	N 1 St	0	0	0	0	0	0	0	0	0	0	0	1
	Grand St	0	0	2	0	1	0	0	1	2	2	1	3
	S 1 St	0	1	0	0	0	0	0	1	0	0	3	1
	S 2 St	0	0	0	0	0	0	0	0	0	0	2	1
Bedford Ave	N 8 St	1	1	0	0	0	0	1	1	0	2	3	3
	N 7 St	1	0	0	0	0	1	1	0	1	1	1	2
	N 6 St	0	0	0	1	0	0	1	0	0	2	1	1
	N 5 St	0	1	1	0	0	0	0	1	1	3	2	3
	N 4 St	0	0	0	0	1	0	0	1	0	2	3	2
	N 3 St	0	0	0	0	0	0	0	0	0	1	7	0
	N 1 St	0	0	0	0	0	0	0	0	0	1	2	1
	Grand St	0	0	0	0	0	0	0	0	0	0	2	1
	S 1 St	0	0	0	2	0	0	2	0	0	3	2	4
	S 2 St	0	0	0	0	0	0	0	0	0	3	1	3
	S 3 St	0	1	0	0	1	0	0	2	0	1	4	3

Shading denotes a high-crash location based on 2021 *CEQR Technical Manual* criteria.

Table D-5: Crash Data Summary (cont.)

Intersection		Pedestrian Injury Crashes			Bicycle Injury Crashes			Total Pedestrian/Bicyclist Injury Crashes			Total Crashes (Reportable + Non-Reportable)		
		2017	2018	2019	2017	2018	2019	2017	2018	2019	2017	2018	2019
Bedford Ave	N 8 St	1	1	0	0	0	0	1	1	0	2	3	3
	N 7 St	1	0	0	0	0	1	1	0	1	1	1	2
	N 6 St	0	0	0	1	0	0	1	0	0	2	1	1
	N 5 St	0	1	1	0	0	0	0	1	1	3	2	3
	N 4 St	0	0	0	0	1	0	0	1	0	2	3	2
	N 3 St	0	0	0	0	0	0	0	0	0	1	7	0
	N 1 St	0	0	0	0	0	0	0	0	0	1	2	1
	Grand St	0	0	0	0	0	0	0	0	0	0	2	1
	S 1 St	0	0	0	2	0	0	2	0	0	3	2	4
	S 2 St	0	0	0	0	0	0	0	0	0	3	1	3
	S 3 St	0	1	0	0	1	0	0	2	0	1	4	3
Driggs Ave	N 8 St	0	0	0	0	0	0	0	0	0	1	0	0
	N 7 St	0	0	0	1	0	0	1	0	0	1	0	0
	N 6 St	1	0	0	0	0	0	1	0	0	2	4	1
	N 5 St	0	2	0	0	0	0	0	2	0	0	6	0
	N 4 St	0	0	0	1	0	0	1	0	0	3	1	0
	N 1 St	0	0	0	0	0	0	0	0	0	1	3	2
	Grand St	0	0	0	1	0	0	1	0	0	2	2	0
	Fillmore Pl	0	0	0	0	0	0	0	0	0	0	0	0
	S 1 St	0	0	0	0	1	0	0	1	0	1	3	3
	S 2 St	1	0	0	1	1	0	2	1	0	7	4	3
	S 3 St	0	0	0	0	0	0	0	0	0	0	0	0
Roebling St	N 7 St	1	1	1	0	0	0	1	1	1	1	2	2
	N 6 St	0	0	0	2	0	0	2	0	0	5	0	1
	N 5 St	0	1	0	1	0	0	1	1	0	1	1	1
	Hope St & Fillmore Pl	0	0	1	0	0	0	0	0	1	1	3	2
	Grand St	0	0	0	1	0	0	1	0	0	2	3	0
	S 1 St	1	0	1	0	0	0	1	0	1	1	8	2
	S 2 St	0	0	0	1	0	0	1	0	0	1	1	1
Havemeyer St	Hope St	0	0	0	1	0	0	1	0	0	3	2	0
Metropolitan Ave	N 3 St	1	0	0	0	0	0	1	0	0	1	1	4
	Havemeyer St	3	2	1	1	0	1	**4**	2	2	6	12	9
	N 4 St & Roebling St	0	0	1	1	2	0	1	2	1	2	8	5
	Driggs Ave	0	1	2	0	0	0	0	1	2	1	5	5
	Bedford Ave	4	0	0	1	0	0	**5**	0	0	6	2	1
	Berry St	1	1	0	0	0	0	1	1	0	1	3	1
	Wythe Ave	0	1	1	0	0	0	0	1	1	1	4	2
	Kent Ave	0	0	0	1	0	0	1	0	0	1	0	0
	River St	0	0	0	0	0	0	0	0	0	1	0	0

Shading denotes a high-crash location based on 2021 *CEQR Technical Manual* criteria.

Parking

Parking demand from commercial uses typically peaks in the midday period and declines during the late afternoon and evening. By contrast, parking demand from residential uses peaks overnight. Therefore, some of the spaces used by residents would be available to accommodate the commercial demand during daytime hours. As the accessory parking spaces in the parking garage will be reduced by 100 spaces from the existing 142 spaces to the proposed 42 spaces under the Proposed Action, a detailed analysis of parking conditions within a quarter-mile radius of the Project Area during the weekday midday and overnight periods is set forth in Section VII below. Existing on-street and off-street parking inventories are provided to document the existing supply and demand during the weekday midday and overnight periods (when the combined parking demand from the proposed local retail and residential uses is expected to be the greatest). Changes in the parking supply and utilization under both No-Action and With-Action conditions are also forecasted.

V. TRANSPORTATION ANALYSES METHODOLOGIES

Street User Safety

Pursuant to 2021 *CEQR Technical Manual* guidance, an evaluation of vehicular and pedestrian safety is needed for locations within the quarter-mile study area that have been identified as high crash locations. These are defined as locations along a Vision Zero priority intersection or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. In addition, any location along a Vision Zero priority corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available should also be identified as a high-crash location. For these locations, crash trends would be identified to determine whether projected vehicular and pedestrian traffic would further impact safety, or whether existing unsafe conditions could adversely impact the flow of the projected new trips. The determination of potential significant safety impacts depends on the type of area where the project site is located, traffic volumes, crash types and severity, and other contributing factors. Where appropriate, measures to improve traffic and pedestrian safety should be identified and coordinated with NYCDOT.

Parking

Analysis Methodology

The parking analysis identifies the supply of on-street and off-street public parking near a proposed project site and determines the extent to which the supply is utilized in existing conditions and in the future without and with a proposed action. The analysis considers anticipated changes in the study area's parking supply and demand and compares project-generated parking demand with future parking availability to determine if a parking shortfall is likely to result. The displacement of existing parking capacity attributable to the proposed action or project is also considered. Typically, the analysis encompasses the parking facilities—public parking lots and garages and on-street curbside spaces—that vehicular traffic destined to the project site or area would likely utilize. According to the 2021 *CEQR Technical Manual*, a quarter-mile radius around a site is generally assumed as the distance that someone driving to the site would be willing to walk.

A parking demand forecast for the Proposed Action's RWCDS is provided to document the projected demand at the proposed 42 spaces of on-site accessory parking and the demand that may need to be accommodated on-street or at nearby off-street public parking facilities. As the existing 142 space

accessory parking garage would be reduced by 100 spaces, the reduction would need to be accommodated on-street or at nearby off-street public parking facilities. The parking garage at the Development Site is currently utilized mostly by other monthly subscribers, who are local residents in the neighborhood that park in the garage overnight and some daily parking customers, typically who park for less than a day. As such, the parking analysis focuses on the weekday midday and overnight periods, which reflect the mixed commercial and residential nature of the neighborhood.

Significant Shortfall Criteria

Should a proposed action generate the need for more parking than it provides, a shortfall of spaces may be considered significant. The availability of off-street and on-street parking spaces within a convenient walking distance (about a quarter-mile), as well as the availability of alternative modes of transportation, are considered in making this determination.

Under 2021 *CEQR Technical Manual* guidance, different criteria for determining significance are applied based on whether or not a proposed project site is located in residential or commercial areas designated as Parking Zones 1 and 2 as shown in Map 16-2, "CEQR Parking Zones, May 2010," in the 2021 *CEQR Technical Manual*. As the Project Area is located in Zone 2, a parking shortfall that exceeds the available on-street and off-street parking spaces within quarter-mile of the site when compared to the No-Acton condition, is generally not considered significant due to the magnitude of available alternative modes of transportation.

VI. STREET USER SAFETY EVALUATION

Recent NYCDOT Initiatives

Vision Zero Brooklyn Pedestrian Safety Action Plan

The city's Vision Zero initiative seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle. In an effort to drive these fatalities down, NYCDOT and the New York City Police Department ("NYPD") developed a set of five plans, each of which analyzes the unique conditions of one New York City borough and recommends actions to address the borough's specific challenges to pedestrian safety. These plans pinpoint the conditions and characteristics of pedestrian fatalities and severe injuries; they also identify priority corridors, intersections, and areas that disproportionately account for pedestrian fatalities and severe injuries, prioritizing them for safety interventions. The plans outline a series of recommended actions comprised of engineering, enforcement, and education measures that intend to alter the physical and behavioral conditions on city streets that lead to pedestrian fatality and injury.

The *Vision Zero Brooklyn Pedestrian Safety Action Plan* was released on February 19, 2015. The *Vision Zero Borough Pedestrian Safety Action Plan Update*, updated in 2023, identifies Metropolitan Avenue to the south of the Project Area, as a "Priority Corridor" (see **Figure D-2**). Also as shown in **Figure D-2**, the Project Area is located within a Senior Pedestrian Focus Area (SPFA) and located adjacent to a "Priority Area." Actions recommended in the *Vision Zero Brooklyn Pedestrian Safety Action Plan* to enhance pedestrian safety in Brooklyn are summarized below.

ENGINEERING AND PLANNING

- Implement at least 50 Vision Zero safety engineering improvements at Priority Corridors, Intersections, and Areas citywide, informed by community input
- Expand exclusive pedestrian crossing time, install expanded speed limit signage, and modify signal timing to reduce off-speak speeding on Priority Corridors and Intersections where feasible
- Expand community outreach and engagement with regard to Priority Corridors, Intersections, and Areas
- Install additional lighting under elevated trains and around other key transit stops
- Install 60 new speed bumps in Brooklyn annually
- Develop additional Neighborhood Slow Zones in Priority Areas
- Coordinate with MTA to ensure bus operations contribute to a safe pedestrian environment
- Expand a bicycle network in Brooklyn that improves safety for all road users
- Proactively design for pedestrian safety in high-growth areas in Brooklyn

ENFORCEMENT

- Deploy speed camera at Priority Corridors, Intersections, and Areas
- Focus enforcement and deploy dedicated resources to Brooklyn NYPD precincts that overlap substantially with Priority Areas
- Prioritize targeted enforcement at all Priority Corridors, Intersections, and Areas annually

EDUCATION AND AWARENESS CAMPAIGNS

- Target child and senior safety education at Priority Corridors and Priority Areas
- Launch multilingual public information campaigns in Priority Areas
- Target intensive street-level outreach at Priority Corridors, Intersections, and Areas

Study Area High Crash Locations

Crash data for analyzed intersections in the traffic and pedestrian study areas were obtained from NYCDOT for the three-year period between January 1, 2017 and December 31, 2019 (the most recent three-year period for which data are available). The data, quantify the total number of reportable and non-reportable crashes (reportable crashes are those involving a fatality, injury, or more than $1,000 in property damage), as well as the total number of crashes involving injuries to pedestrians or bicyclists. During the three-year reporting period, a total of 383 reportable and non-reportable crashes, zero fatalities, 238 total injuries, and 103 pedestrian/bicyclist-related crashes occurred at intersections within the quarter-mile study area. **Table D-5** provides a summary of these crashes by year and location, including a breakdown of pedestrian and bicycle crashes.

According to the *CEQR Technical Manual*, a high crash location is defined as a location along a Vision Zero intersection or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. In addition, any location along a Vision Zero priority corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available should be identified as a high crash location. Reportable crashes are defined as those involving injuries, fatalities, and/or $1,000 or more in property damage. As shown in **Table D-5**, two intersections have been identified as high crash locations based on the criteria outlined above, which are the intersections of Metropolitan Avenue at Bedford Avenue and Metropolitan Avenue at Havemeyer Street.

Metropolitan Avenue at Bedford Avenue

A total of four pedestrian injury crashes and one bicycle injury crash occurred at this intersection in 2017. No pedestrian and bicycle injury crashes occurred at this intersection in 2018 and 2019. This intersection is signalized and includes pedestrian signals with countdown clocks and crosswalks striped at each approach. The B62 bus route traverses along Bedford Avenue. Metropolitan Avenue is designated as a Priority Corridor in the vicinity of the Project Area. A majority of the pedestrian injury crashes (three of the four crashes that occurred in 2017) were most likely due to the pedestrian crossing against the signal. As part of the Vision Zero initiatives along Metropolitan Avenue, the signal timing at this intersection was adjusted to match the 25 MPH speed limit.

Metropolitan Avenue at Havemeyer Street

A total of three pedestrian injury crashes and one bicycle injury crash occurred at this intersection in 2017, two pedestrian injury crashes and zero bicycle injury crashes occurred in 2018, and one pedestrian injury crash and one bicycle injury crash occurred in 2019. This intersection is signalized and includes pedestrian signals with countdown clocks and crosswalks striped at each approach. The Q59 bus route traverses along Metropolitan Avenue. This intersection has an irregular geometry as Havemeyer Street is offset. Other than the possibility of the irregular intersection configuration, there is no apparent contributing factor to the six pedestrian injury crashes that during the three-year period as each crash occurred as more than half of the pedestrian injury crashes occurred when the pedestrian was crossing with signal during daylight and clear weather. As part of the Vision Zero initiatives along Metropolitan Avenue, the signal timing at this intersection was adjusted to match the 25 MPH speed limit. In addition, a leading pedestrian interval (LPI) and turn traffic calming were implemented at this intersection in 2022. These recent improvements are expected to improve pedestrian safety conditions at this intersection.

VII. PARKING

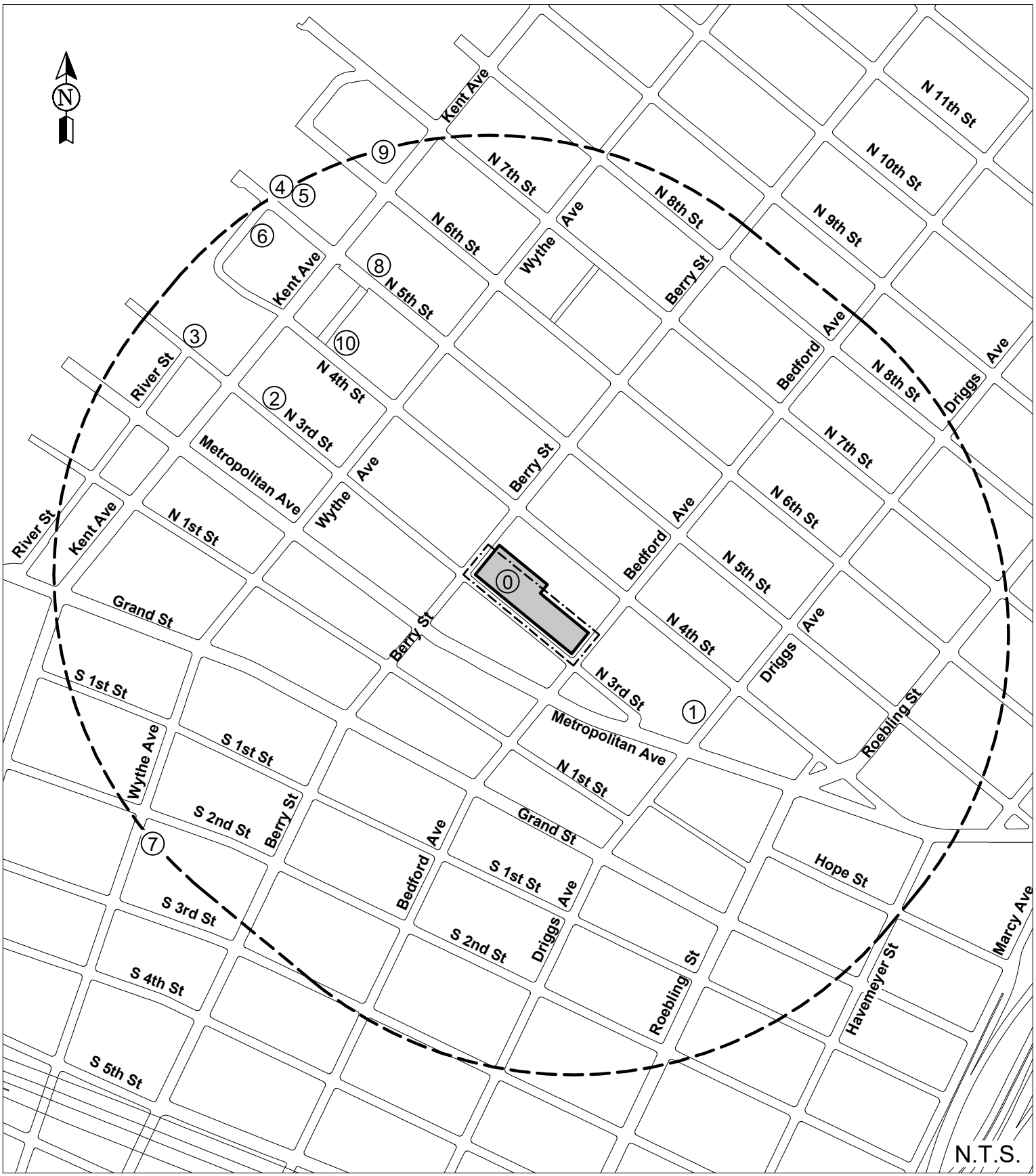
Existing Conditions

Off-Street Parking

Off-street public parking facilities were inventoried during March 2020 before the lockdown of the Covid-19 pandemic. A total of eleven operational public parking facilities were identified within a quarter-mile radius of the Project Area. **Figure D-3** shows the locations of these off-street public parking facilities. **Table D-6** provides a summary of their names, addresses, license numbers, capacities, and estimated weekday midday and overnight utilization.

Field observations and interviews with parking attendants were used to determine the utilization levels of each parking facility during the midday and overnight period on a typical weekday. As shown in **Table D-6**, the eleven parking facilities have a combined licensed capacity of 1,538 spaces. During the weekday midday period, approximately 75 percent of spaces are utilized, leaving a residual supply of approximately 389 available parking spaces. During the weekday overnight period, approximately 85 percent of spaces are utilized, leaving a residual supply of approximately 233 available parking spaces.

Off-Street Parking Facilities



Legend

Development Site

Quarter-Mile Radius

① Off-Street Parking Facility

Project Area

Table D-6: Existing Off-Street Public Parking Facilities

No.	Public Parking	Location	License No.	Hours of Operation	Licensed Capacity	Weekday Midday		Weekday Overnight	
						Estimated Utilization (%)	Available Capacity	Estimated Utilization (%)	Available Capacity
0	QP Berry Street LLC	197 Berry St	1409794	24/7	142	65%	49	62%	54
1	LM Driggs Parking	247 Metropolitan Ave	2063931	24/7	81	74%	21	80%	16
2	LAZ Parking NY/NJ	175 Kent Ave	2006294	24/7	140	79%	30	82%	25
3	Propark America NY LLC	184 Kent Ave	2081401	24/7	200	75%	50	75%	50
4	22/34 North 6th garage Corp	34 N 6th St	1386290	24/7	131	76%	31	92%	11
5	22/34 North 6th garage Corp	22 N 6th St	1386288	24/7	167	72%	47	90%	17
6	Linc Garage LLC	20 N 5th St	2051094	24/7	174	75%	44	92%	14
7	5 Square Management LLC	321 Wythe Ave	2080277	24/7	91	78%	20	90%	9
8	149 Kent Ave Parking Corp	149 Kent Ave	2070275	24/7	131	84%	21	95%	6
9	34 North 7th Parking Corp	34 N 7th St	1435282	24/7	142	70%	42	88%	17
10	Public Parking	50 N 5th St	2081271	24/7	139	76%	34	90%	14
				Total	**1,538**	**75%**	**389**	**85%**	**233**

Note: Based on PHA surveys conducted in March 2020.
No. 0 is the existing parking garage at the Development Site.

On-Street Parking

An inventory of existing parking regulations within a quarter-mile radius of the Project Area was compiled from field surveys. On-street public parking is generally governed by alternate-side-of-the-street regulations to facilitate street cleaning, as well as more restrictive no standing regulations at locations where additional traffic flow capacity is needed. Based on existing curbside parking regulations and taking into account curb space obstructed by curb cuts, fire hydrants, and other impediments, there are a total of approximately 1,533 legal curbside parking spaces during the weekday midday and overnight periods within a quarter-mile radius of the Project Area. Based on data collected during field surveys conducted in March 2020, on-street parking within the overall parking study area is approximately 96 percent utilized in the weekday midday period, and approximately 86 percent utilized in the weekday overnight period. Approximately 65 and 216 on-street parking spaces are currently available within the study area during the weekday midday and overnight periods, respectively.

The Future Without the Proposed Action (No-Action Condition)

Between 2020 and 2025, it is expected that transportation demands in the vicinity of the Project Area will increase due to new uses on the Project Area and other planned developments unrelated to the Proposed Action. As shown in **Table D-1**, under the No-Action Condition RWCDS, the Development Site would remain occupied by 84 residential units, 22,293-gsf of local retail uses, 23,737-gsf of health club uses, and 142 parking spaces.

The forecast of future No-Action condition parking conditions also considers the potential for new demand from planned No-Action development projects. Auto trip forecasts were used to forecast the parking demands from these developments. In addition, the forecast of future No-Action condition parking conditions incorporates annual background growth rates of 0.50 percent per year for the 2020 through 2025 period. This background growth rate, recommended in the *CEQR Technical Manual* for projects in Brooklyn outside of the Downtown area, is applied to account for smaller projects and as-of-right developments, and general increases in parking demand not attributable to specific development projects.

Off-Street Parking

As shown in **Table D-7**, based on the increased demand under the No-Action condition, the weekday midday off-street public parking demand within the overall parking study area is expected to total approximately 80 percent of capacity, with a surplus of 299 spaces during this period. The weekday overnight off-street public parking demand within the overall parking study area is expected to total approximately 93 percent of capacity, with a surplus of 102 spaces during this period.

TABLE D-7: No-Action Off-Street Public Parking Capacity, Demand and Utilization

	Weekday Midday	Weekday Overnight
Capacity		
Existing Capacity[1]	1,507	1,507
Capacity Displaced by No-Action Developments[2]	0	0
Total No-Action Capacity	1,507	1,507
Demand		
Existing Demand	1,149	1,305
Demand From Background Growth[3]	29	33
Incremental Demand from the No-Action Condition[4]	0	0
Incremental Demand from Off-Site No-Action Developments[5]	30	67
Total No-Action Condition Demand	1,208	1,405
Utilization		
No-Action Condition Utilization	80%	93%
No-Action Condition Off-Street Parking Surplus/(Deficit)	299	102

Notes: [1] Analysis conservatively assumes that facilities are fully utilized at 98 percent of licensed capacity.
[2] No existing public parking facilities are expected to be displaced by new development in the No-Action condition.
[3] Reflects annual background growth rates of 0.50 percent/year for the 2020 through 2025 period.
[4] Demand from No-Action land uses on the Project Area.
[5] Demand from developments in proximity to the Project Area unrelated to the Proposed Action and not accommodated by accessory parking.

On-Street Parking

After accounting for background growth and demand from No-Action condition land uses within the Project Area and in the surrounding area not otherwise accommodated by accessory parking, the demand for on-street parking within the study area is expected to increase to 1,505 spaces in the weekday midday period and 1,350 spaces in the weekday overnight period. **Table D-8** shows that in the future without the Proposed Action, on-street parking within a quarter-mile radius of the Project Area is expected to be operating at approximately 98 percent of capacity with a surplus of 28 spaces in the weekday midday period versus an existing surplus of 65 spaces. Additionally, as shown in **Table D-8**, on-street parking within a quarter-mile radius of the Project Area is expected to be operating at approximately 88 percent of capacity with a surplus of 183 spaces in the weekday overnight period versus an existing surplus of 216 spaces.

Table D-8: No-Action Condition On-Street Parking Capacity, Demand, and Utilization

	Weekday Midday	Weekday Overnight
Capacity		
Existing Capacity[1]	1,533	1,533
Net Change in No-Action Condition Parking Supply[2]	0	0
Total No-Action Condition Capacity	1,533	1,533
Demand		
Existing Demand[1]	1,468	1,317
Demand From Background Growth[3]	37	33
Incremental Demand from Off-Site No-Action Development Projects[4]	0	0
Total No-Action Condition Demand	1,505	1,350
Utilization		
No-Action Condition Utilization	98%	88%
No-Action Condition On-Street Parking Surplus/(Deficit)	28	183

Notes:
1. Based on March 2020 field surveys. Excludes authorized vehicle parking.
2. No changes to on-street parking spaces existing are expected to be implemented in the No-Action condition.
3. Reflects annual background growth rates of 0.50 percent per year for the 2023 through 2025 period.
4. Demand from unrelated developments in the vicinity of the Project Area not otherwise accommodated by accessory parking.

The Future With the Proposed Action (With-Action Condition)

Under the Proposed Action's RWCDS, a portion of the existing accessory parking garage at the Development Site would be converted into 18,000 gsf self-storage use, which would result in a net decrease of approximately 100 off-street parking spaces that would be displaced. As a result of this conversion, the Development Site would provide 42 accessory parking spaces.

Table D-9 shows the forecast of the total hourly parking demand that would be generated by the uses within the Development Site on a weekday under the Proposed Action. The parking forecast was derived from the forecast of daily auto trips from the proposed uses within the Project Area. As shown in **Table D-9**, weekday parking demand generated by the Proposed Action's RWCDS would peak with approximately 35 occupied spaces between 6 PM and 7 PM, which would be fully accommodated on-site.

Table D-9: Total Weekday Hourly Parking Accumulation Under the Proposed Action's RWCDS

	Residential (Market-Rate and Affordable)			Local Retail			Health Club			Self-Storage			Total		
	84	DUs		22,293	gsf		23,737	gsf		18,000	gsf				
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.
12-1 AM	1	0	33	1	1	0	0	0	0	0	0	0	2	1	33
1-2	0	0	33	0	0	0	0	0	0	0	0	0	0	0	33
2-3	0	0	33	0	0	0	0	0	0	0	0	0	0	0	33
3-4	0	0	33	0	0	0	0	0	0	0	0	0	0	0	33
4-5	0	0	33	0	0	0	0	0	0	0	0	0	0	0	33
5-6	0	1	32	0	0	0	0	0	0	0	0	0	0	1	32
6-7	0	1	31	1	1	0	1	1	0	0	0	0	2	3	31
7-8	1	3	29	5	5	0	1	1	0	0	0	0	7	9	29
8-9	1	5	25	10	9	1	1	1	0	1	0	1	13	15	27
9-10	1	3	23	17	16	2	2	1	1	1	1	1	21	21	27
10-11	1	2	22	19	18	3	1	1	1	1	1	1	22	22	27
11-12	1	2	21	20	20	3	1	1	1	1	1	1	23	24	26
12-1 PM	2	2	21	25	23	5	1	1	1	1	1	1	29	27	28
1-2	2	2	21	27	26	6	1	1	1	2	1	2	32	30	30
2-3	2	2	21	29	26	9	1	1	1	1	1	2	33	30	33
3-4	2	2	21	29	28	10	1	1	1	1	1	2	33	32	34
4-5	3	2	22	28	30	8	1	1	1	1	1	2	33	34	33
5-6	3	2	23	31	31	8	2	2	1	1	1	2	37	36	34
6-7	4	2	25	37	37	8	1	1	1	0	1	1	42	41	**35**
7-8	4	2	27	26	29	5	1	1	1	0	1	0	31	33	33
8-9	3	2	28	17	18	4	1	1	1	0	0	0	21	21	33
9-10	2	1	29	9	12	1	1	1	1	0	0	0	12	14	31
10-11	2	0	31	4	4	1	0	1	0	0	0	0	6	5	32
11-12	1	0	32	2	3	0	0	0	0	0	0	0	3	3	32

Notes: Shading denotes peak accumulation.
Assumes 86% units are rental occupied and 14% are owner occupied.
Assumes 0.32 autos/DU based on 2015-2019 ACS auto ownership data for rental households in Brooklyn census tracts 551, 553, and 555.
Assumes 0.74 autos/DU based on 2015-2019 ACS auto ownership data for condo households in Brooklyn census tracts 551, 553, and 555.
0% linked trip credit assumed for local retail use.

Off-Street Parking

A comparison of estimated No-Action and With-Action parking demand and capacity at study area off-street public parking facilities is provided in **Table D-10**. As shown in **Table D-10**, as compared to the No-Action condition, the Proposed Action would result in a net decrease of 100 off-street parking spaces. Therefore, under the Proposed Action, off-street public parking in proximity to the Project Site would be operating at approximately 86 percent of capacity in the weekday midday period with a surplus of approximately 199 spaces. Additionally, off-street public parking in proximity to the Project Site would be operating at approximately 99.9 percent of capacity in the weekday overnight period with a surplus of approximately two spaces.

TABLE D-10: With-Action Off-Street Public Parking Capacity, Demand and Utilization

	Weekday Midday	Weekday Overnight
Capacity		
No-Action Capacity	1,507	1,507
Capacity Displaced by Proposed Action[1]	100	100
Total With-Action Capacity	1,407	1,407
Demand		
No-Action Demand	1,208	1,405
Incremental Demand from the Proposed Action[2]	0	0
Total With-Action Demand	1,208	1,405
Utilization		
With-Action Utilization	86%	99.9%
With-Action Off-Street Parking Surplus/(Deficit)	199	2

Notes: [1]As a result of the Proposed Action, 100 spaces at the Development Site's existing parking garage would be displaced.
[2]Incremental demand from With-Action land uses on the Development Site not accommodated by accessory parking.

On-Street Parking

As shown in **Table D-11**, on-street parking demand within a quarter-mile radius of the Project Area would total approximately 1,505 spaces in the weekday midday period and utilization would continue operating as 98 percent under the With-Action condition, with a surplus of 28 spaces. Additionally, as shown in **Table D-11**, on-street parking demand within the study area would total approximately 1,350 spaces in the weekday overnight period, and utilization would continue operating as 88 percent under the With-Action condition, with a surplus of 183 spaces.

In summary, in the future with the Proposed Action, there would be a surplus of approximately 199 and two spaces of off-street public parking capacity within a quarter-mile radius of the Project Area in the weekday midday and overnight periods, respectively as well as a surplus of approximately 28 and 183 spaces of on-street public parking capacity within a quarter-mile radius of the Project Area during the same periods. Therefore, the Proposed Action is not expected to result in significant adverse parking impacts during the weekday midday and overnight periods.

Table D-11: With-Action Condition On-Street Public Parking Capacity, Demand, and Utilization

	Weekday Midday	Weekday Overnight
Capacity		
No-Action Capacity	1,553	1,553
Capacity Displaced by Proposed Actions[1]	0	0
Total With-Action Condition Capacity[1]	1,553	1,553
Demand		
No-Action Condition Demand	1,505	1,350
Incremental Demand from the Proposed Action[2]	0	0
Total With-Action Condition Demand	1,505	1,350
Utilization		
With-Action Condition Utilization	98%	88%
With-Action Condition On-Street Parking Surplus/(Deficit)	28	183

Notes:
1. Changes to on-street parking capacity expected to result from the Proposed Action.
2. Demand from With-Action condition land uses in the Project Area not otherwise accommodated by on-site accessory parking.

APPENDIX 1:
HAZARDOUS MATERIALS – NOTICE OF SATISFACTION

MAYOR'S OFFICE OF OPERATIONS
OFFICE OF ENVIRONMENTAL REMEDIATION
253 Broadway - 14th Floor
New York, New York 10007

Daniel Walsh, Ph.D.
Director
Tel: (212) 788-8841
Fax: (212) 788-2941

NOTICE OF SATISFACTION

October 16, 2009

Magdi Mossad, P.E.
Manhattan Borough Commissioner
NYC Department of Buildings
280 Broadway, 3rd Floor
New York, NY 10007

Re: **250 Bedford Avenue - Hazardous Materials "E" Designation**
E-138: Block 2351, Lots 1, 28, 40, Brooklyn CD 1
Greenpoint-Williamsburg Rezoning - CEQR # 04 DCP 003K
OER Project # 10EHAZ055K / DEP Project # 06DEPTECH201K

Dear Commissioner Mossad:

The New York City Office of Environmental Remediation (OER) has reviewed the September 2009 P.E. certified Remedial Closure Report prepared by J.R. Holzmacher P.E., LLC on behalf of 112 Realty Corp (the applicant) for the above referenced site. The site has recently been improved with three (3) new 4-story residential buildings with a cellar. The subject property has been designated with a Hazardous Materials "E" (E-138) by the NYC Department of City Planning as part of the Greenpoint-Williamsburg Rezoning action (CEQR # 04 DCP 003K).

In an effort to satisfy the Hazardous Materials "E" requirements for this project, the applicant submitted all necessary documentation to our department for review/approval. This documentation included Singer's March 2003 Phase I Study, EEA's June 2006 Phase II Subsurface Investigation Report, August 2007 Remedial Action Plan and site-specific Construction Health and Safety Plan, and proof (via the September 2009 P.E. certified Remedial Closure Report and supporting documents) that all DEP/OER required remedial mitigation requests have been properly implemented at the site. Prior to installing a 15-mil HDPE vapor barrier in accordance with manufacturer's specifications beneath the entire basement foundation, all excavated soil/fill was properly disposed of at an off-site facility.

Based upon review of the submitted documentation, we have determined that no potential significant health or environmental impacts from hazardous materials would impact the new structure and/or future residents of the site as long as the engineering controls implemented at the site remain intact. Therefore, OER has no objection to the issuance of any remaining permits (i.e., Certificate of Occupancy) by NYC Department of Buildings that relate to the above referenced development project. Although we have concluded that all Hazardous Materials "E" requirements have been satisfied for this residential construction project, our department recommends that the Hazardous Materials "E" designation remain on the subject site in case future excavation and/or project plans are altered.

If you have any questions or comments, please contact Michael Mandac at 212-676-0754.

Sincerely,

COPY

Daniel L. Cole, P.G.
Bureau Chief, E – Designation Program

cc: D. Walsh, S. Chawla, M. Mandac, PMA-OER
Heather Sonnenberg, JR Holzmacher – Heather@holzmacher.com

COPY

APPENDIX 2:
TRANSPORTATION PLANNING FACTORS AND TRAVEL DEMAND FORECAST TECHNICAL MEMORANDUM

Philip Habib & Associates
Engineers and Planners • 432 Park Avenue South • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

TECHNICAL MEMORANDUM

TO: **New York City Department of City Planning (DCP)**

FROM: **Philip Habib & Associates (PHA)**

DATE: **June 30, 2023**

PROJECT: **197 Berry Street Rezoning (PHA No. 202019)**

RE: **Transportation Planning Factors and Travel Demand Forecast**

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, transit, pedestrian, and parking conditions for the *197 Berry Street Rezoning project*. Estimates of the peak travel demand from the Proposed Action's Reasonable Worst Case Development Scenario ("RWCDS") are provided, along with a discussion of trip assignment methodologies and study area definitions.

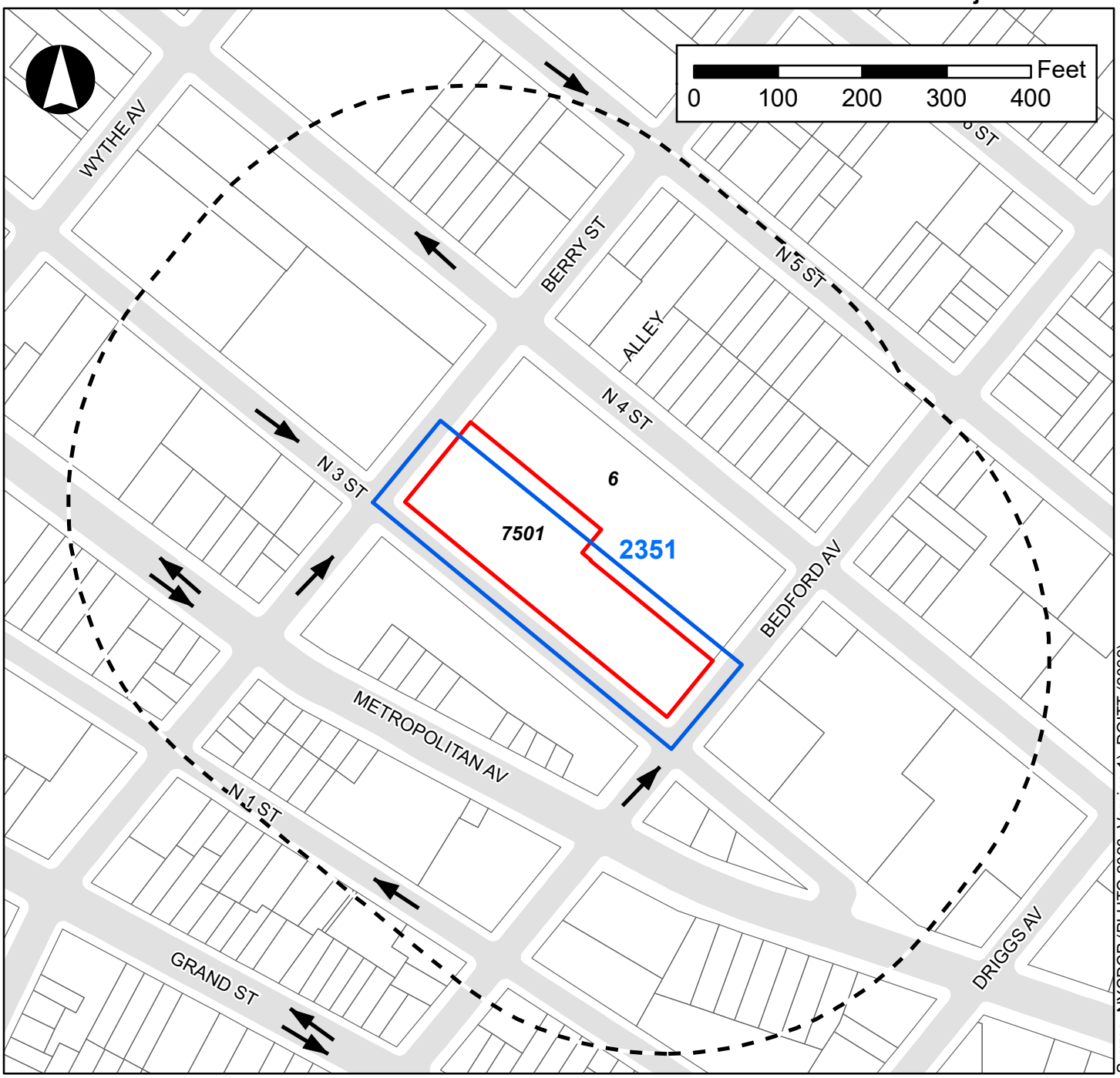
THE PROPOSED ACTION

The Applicant, Bensing 250 LLC, is seeking a rezoning (the "Proposed Action") to facilitate the conversion of a portion of an existing accessory parking garage within the existing building at 197 Berry Street (Block 2351, Lot 7501[1]; also known as the "Development Site") to an approximately 18,000-square-foot (sf) below-grade commercial locker self-storage facility (the "Proposed Project") in the Williamsburg neighborhood of Brooklyn Community District (CD) 1 (refer to **Figure 1**). In addition to the Applicant-owned Development Site, the Proposed Action would affect a small portion of the non-Applicant controlled Lot 6 to the north. Collectively, all lots partially affected by the Proposed Action comprise the "Project Area," which is the southern half of Block 2351.

The Proposed Action is a zoning map amendment to rezone the Project Area from M1-2/R6B (MX-8) to M1-4/R6B (MX-8) to eliminate the commercial accessory parking requirement for the Development Site. The provisions of Article VII, Chapter 7 of the Zoning Resolution (77-11) would allow the accessory parking and loading regulations of the proposed M1-4/R6B (MX-8) district to be applied to the Applicant's entire zoning lot (the Development Site), including the portion that would remain zoned M1-2/R6B (MX-8), under these conditions. The Development Site is currently occupied by an existing three- and five-story, 169,939 gross-square-foot (gsf) (139,756 gsf excluding parking and loading) mixed-use

[1] The Development Site was previously designated as Tax Lots 1, 28, and 40. The three lots were later merged into Tax Lot 1 and subsequently converted to a condominium (Lot 7501).

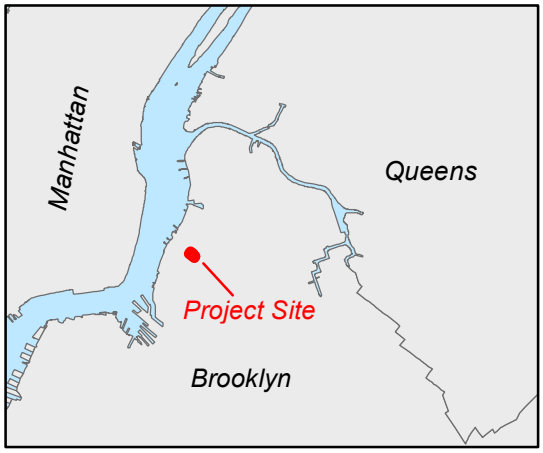
Figure 1
Project Location



Source: NYCDCP (PLUTO 2023, Version 1); DOITT (2022)

Legend

- Project Area
- 400-Foot Radius
- Development Site
- 2351 Blocks
- 7501 Lots
- Street Direction



residential and commercial building, containing 84 residential units, three retail establishments (including a health club), and an underutilized accessory parking garage located in the second subcellar level. The Proposed Action would facilitate the creation of an approximately 18,000 sf below-grade commercial locker self-storage facility from a portion of the existing 28,000 sf accessory parking garage.

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDS)

In order to assess the potential effects of the Proposed Action, a RWCDS for both the "future without the Proposed Action" (No-Action Condition) and the "future with the Proposed Action" (With-Action Condition) are analyzed for an analysis year of 2025. The incremental difference between the No-Action and With-Action conditions will serve as the basis of the impact category analyses of the EAS. For RWCDS analysis purposes, it is assumed the Proposed Action would facilitate the conversion of the Proposed Project, an approximately 18,000-sf below-grade commercial locker self-storage facility, from an existing 28,000 sf accessory parking garage containing 142 accessory parking spaces.

In the future without the Proposed Action, the Proposed Action would not be approved and no conversion of the existing accessory parking garage would occur on the Development Site. As shown in **Table 1**, in the No-Action condition, the Development Site's residential and commercial uses, which consists of 84 dwelling units (DUs) of residential space, 22,293 gsf of local retail space, and 27,737 gsf of health club space, as well as the 142 accessory parking spaces, would remain the same as under existing conditions.

In the future with the Proposed Action, the Proposed Action would be approved and the Applicant would proceed with the Proposed Project on the Development Site. The Development Site's residential and commercial uses would remain the same as under existing conditions while the parking garage would be reduced from 142 spaces to 42 spaces and would remain in operation as an accessory parking facility for residents of the Development Site. The 100 accessory parking spaces for commercial use would be renovated and converted to an approximately 18,000 gsf locker self-storage facility (refer to **Table 1**).

The non-Applicant owned Lot 6 is not expected to be redeveloped, as only a small portion of the lot, approximately 7,200 sf or seven percent of the lot area, is encompassed within the rezoning boundary and would be affected by the Proposed Action. In addition, the Proposed Action would not change the bulk, use, and density regulations of the existing zoning, and the adjacent lot is already fully utilized as a commercial retail and office building. As the Proposed Action would not change allowable density nor would it apply to the majority of the lot, changes to Lot 6 are unlikely.

As shown in **Table 1**, compared to the No-Action condition, it is estimated that the Proposed Action would result in the net incremental increase of approximately 18,000 sf of self-storage facility space and the net incremental decrease of 100 accessory parking spaces.

Table 1: 2025 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Condition (gsf)	With-Action Condition (gsf)	Net Increment
Residential	93,726 (84 DUs)	93,726 (84 DUs)	±0 gsf (±0 DUs)
Commercial (Local Retail)	22,293	22,293	±0 gsf
Commercial (Health Club)	27,737	27,737	±0 gsf
Commercial (Self-Storage)	0	18,000	+18,000 gsf
Accessory Parking Spaces	142 spaces	42 spaces	-100 spaces

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast the travel demand that would be generated in the With-Action condition are summarized in **Table 2** and discussed below. The person trip and truck trip generation rates and temporal distributions, modal splits, directional in/out splits, and vehicle occupancy rates for the self-storage use were based on data from the 2019 *59-02 Borden Ave Self-Storage Special Permit EAS*.

TRIP GENERATION

The net incremental change in peak hour person and vehicle trips expected to result from the Proposed Action by the 2025 analysis year was calculated based on the net incremental change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 2**.

Tables 3 and **4** show estimates of the total net incremental changes in peak-hour person and vehicle trips that would occur in 2025 with the implementation of the Proposed Action. As shown in **Table 3**, the Proposed Action would generate a net increase of 2 person trips (in and out combined) in the weekday AM peak hour, 3 person trips in the weekday midday peak hour, 2 person trips in the weekday PM peak hour, and 5 person trips in the Saturday peak hour.

As shown in **Table 4**, the peak-hour vehicle trips (including auto, taxi, and truck trips) would increase by a net total of approximately 2, 3, 2, and 5 (in and out combined) during these same periods, respectively during the weekday AM, midday, PM, and Saturday peak hours. Peak-hour subway, bus (bus-only and subway-to-bus trips combined), and walk-only trips would not result in a net change during the weekday AM, midday and PM, and Saturday peak hours.

Table 2: Transportation Planning Factors

Land Use:	**Self Storage**	
Trip Generation:	(1)	
Weekday	1.42	
Saturday	2.34	
	per 1,000 gsf	
Temporal Distribution:	(1)	
AM	4.9%	
MD	12.3%	
PM	8.6%	
Saturday	12.4%	
Modal Splits:	(1)	
Auto	100.0%	
Taxi	0.0%	
Subway	0.0%	
Bus	0.0%	
Walk/Other	0.0%	
	100.0%	
	(1)	
In/Out Splits:	In	Out
AM	50%	50%
MD	55%	45%
PM	50%	50%
Saturday	52%	48%
Vehicle Occupancy:		
	(1)	
Auto	1.20	
Taxi	1.20	
Truck Trip Generation:	(1)	
Weekday	0.00	
Saturday	0.00	
	per 1,000 gsf	
	(1)	
AM	0.0%	
MD	0.0%	
PM	0.0%	
Saturday	0.0%	
	In	Out
All Periods	50.0%	50.0%

Sources:

(1) *Based on data from 59-02 Borden Ave Self-Storage Special Permit EAS (2019).*

Table 3: Travel Demand Forecast

Land Use:	Self Storage		Total	
Size/Units:	18,000 gsf			
Peak Hour Person Trips:				
AM	2		2	
MD	3		3	
PM	2		2	
Saturday	5		5	
Person Trips:				
AM				
	In	Out	In	Out
Auto	1	1	1	1
Taxi	0	0	0	0
Subway	0	0	0	0
Bus	0	0	0	0
Walk/Other	0	0	0	0
Total	1	1	1	1
MD				
	In	Out	In	Out
Auto	2	1	2	1
Taxi	0	0	0	0
Subway	0	0	0	0
Bus	0	0	0	0
Walk/Other	0	0	0	0
Total	2	1	2	1
PM				
	In	Out	In	Out
Auto	1	1	1	1
Taxi	0	0	0	0
Subway	0	0	0	0
Bus	0	0	0	0
Walk/Other	0	0	0	0
Total	1	1	1	1
Saturday				
	In	Out	In	Out
Auto	3	2	3	2
Taxi	0	0	0	0
Subway	0	0	0	0
Bus	0	0	0	0
Walk/Other	0	0	0	0
Total	3	2	3	2
Vehicle Trips:				
AM				
	In	Out	In	Out
Auto (Total)	1	1	1	1
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	1	1	1	1
MD				
	In	Out	In	Out
Auto (Total)	2	1	2	1
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	2	1	2	1
PM				
	In	Out	In	Out
Auto (Total)	1	1	1	1
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	1	1	1	1
Saturday				
	In	Out	In	Out
Auto (Total)	3	2	3	2
Taxi Balanced	0	0	0	0
Truck	0	0	0	0
Total	3	2	3	2

Table 4: Travel Demand Forecast Summary

Peak Hour	Vehicle Trips			Person Trips											
				Subway			Bus			Walk/Other			Total Pedestrian Trips[1]		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
MD	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0
PM	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0
Saturday	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0

Notes:

[1] Includes walk-only trips and pedestrians en route to/from nearby subway stations and bus stops.

LEVEL 1 SCREENING ASSESSMENT

The 2021 *CEQR Technical Manual* describes a two-level screening procedure for the preparation of a "preliminary analysis" to determine if quantified operational analyses of transportation conditions are warranted. As discussed in the following sections, the preliminary analysis begins with a trip generation (a Level 1 screening assessment) analysis to estimate the numbers of person and vehicle trips attributable to the Proposed Action. According to the 2021 *CEQR Technical Manual*, if a proposed action is expected to result in fewer than 50 peak-hour vehicle or ferry trips and fewer than 200 peak-hour transit or pedestrian trips, further quantified analyses are not warranted. When these thresholds are exceeded, detailed trip assignments (a Level 2 screening assessment) are to be performed to estimate the incremental trips that could occur at specific transportation elements and to identify potential locations for further analysis. If the trip assignments show that a proposed action would generate 50 or more peak-hour vehicle trips at an intersection, 200 or more peak-hour subway trips at a station, 50 or more peak-hour bus trips in one direction along a bus route, 25 or more peak hour trips by Citywide Ferry Service ("CWFS") in a single direction or 50 or more at a ferry landing, or 200 or more peak-hour pedestrian trips traversing a sidewalk, corner area, or crosswalk, then further quantified operational analyses may be warranted to assess the potential for significant adverse impacts on traffic, transit, pedestrians, vehicular and pedestrian safety, and parking conditions.

Traffic

Based on 2021 *CEQR Technical Manual* guidance, a quantified traffic analysis is typically required if a proposed action would result in 50 or more vehicle trip ends in a peak hour at one or more intersections. As shown in **Table 4**, under the Proposed Action, the number of incremental vehicle trips—2, 3, 2, and 5 in the weekday AM, midday, PM, and Saturday peak hours, respectively —would not exceed the 50-trip threshold in all peak hours, and a Level 2 screening assessment is therefore not warranted.

Transit

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the 2021 *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak-hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus route in one direction,

or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus and/or subway analysis would be warranted. Transit analyses typically focus on the weekday AM and PM commuter peak hours as it is during these periods that overall demand on the subway and bus systems is usually highest. The subway and bus routes operating in the vicinity of the Project Area are shown in **Figure 2**.

As shown in **Table 4**, the Proposed Action is not expected to generate any incremental subway trips in the weekday AM and PM peak hours. As these numbers of subway trips would not exceed the 200-trip 2021 *CEQR Technical Manual* analysis threshold, a Level 2 screening assessment is not warranted. In addition, as shown in **Table 4**, the Proposed Action is not expected to generate any incremental bus trips in the weekday AM and PM peak hours. As the numbers of trips in both periods would not exceed the 50-trip threshold, a Level 2 screening assessment is not warranted.

Pedestrians

According to 2021 *CEQR Technical Manual* guidance, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak-hour pedestrian trips at any pedestrian element (sidewalk, corner area, or crosswalk). As shown in **Table 4**, the Proposed Action would not generate an incremental demand of total pedestrian trips (including walk-only trips and pedestrians en route to and from nearby subway stations and bus stops) in the weekday AM, midday, PM and Saturday peak hours. As the numbers of trips in both periods would not exceed the 200-trip threshold, a Level 2 screening assessment for pedestrian elements is not warranted.

Street User Safety

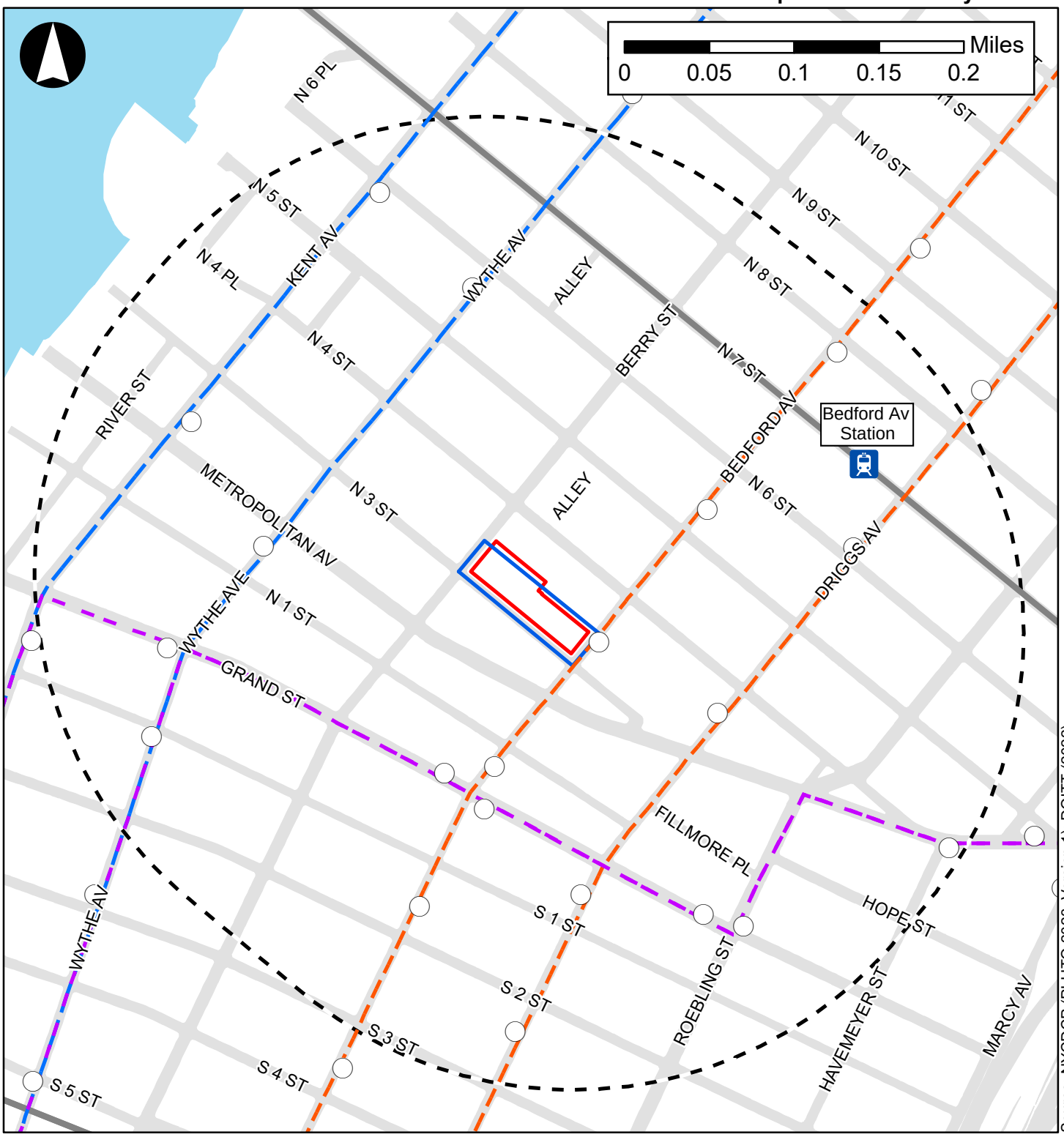
Under 2021 *CEQR Technical Manual* guidance, an evaluation of street user safety is needed for locations within the traffic and pedestrian study areas that have been identified as high-crash locations. These are defined as locations identified along a Vision Zero intersection or where five or more pedestrian/bicyclist injury crashes have occurred in any consecutive 12 months of the most recent three-year period for which data are available. [2] In addition, any location along a Vision Zero priority corridor with three or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available should be identified as a high crash location.

As shown in **Figure 3**, one Vision Zero Priority Corridor, Metropolitan Avenue, is located south of the Project Area within the quarter-mile study area. No Priority Intersections are located within the quarter-mile study area. The Project Area is located within a Senior Pedestrian Focus Area and adjacent to a Priority Area (refer to **Figure 3**).

Table 5 shows crash data for the three-year reporting period between January 1, 2017 and December 31, 2019 that were obtained from NYCDOT. This is the most recent three-year period for which data are available. The data obtained quantify the total number of reportable crashes (crashes involving a fatality, injury, or more

[2] Vision Zero seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside of a motor vehicle. Vision Zero corridors and intersections are identified as locations that disproportionately account for pedestrian fatalities and severe injuries, thus prioritizing them for safety interventions.

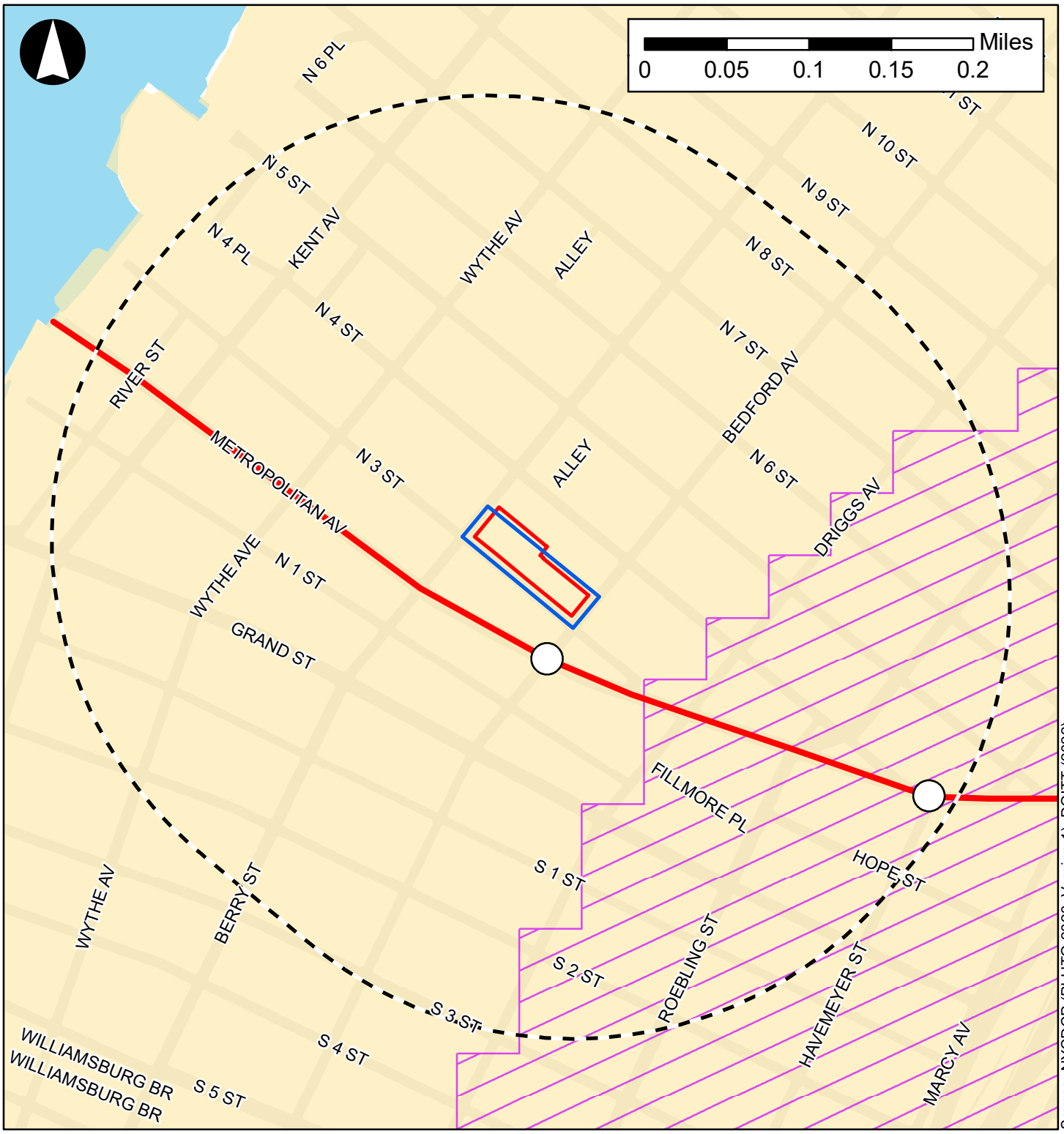
Transit Map: Bus and Subway Service



Source: NYCDCP (PLUTO 2023, Version 1); DOITT (2022)

Legend

- Project Area
- Development Site
- 1/4-Mile Radius
- L Train
- Subway Station
- Local Bus Stops
- B32
- B62
- Q59



Source: NYCDCP (PLUTO 2023, Version 1); DOITT (2022)

Legend

- Project Area
- Development Site
- 1/4-Mile Radius
- Priority Areas
- Priority Corridors
- High-Crash Locations
- Safe Streets for Seniors

than $1,000 in property damage), as well as a yearly breakdown of fatalities, injuries, and vehicular crashes involving pedestrians and bicycles at each location. In addition, **Table 5** summarizes the crash data for each intersection within the quarter-mile study area during the study period, including a breakdown of pedestrian and bicycle crashes by year.

During the three-year period, a total of 383 reportable and non-reportable crashes, zero fatalities, 238 total injuries, and 103 pedestrian/bicyclist-related crashes occurred at intersections within the quarter-mile study area. As shown in **Table 5**, two intersections are identified as high-crash locations within the quarter-mile study area based on the criteria outlined above, which are located at the intersections of Metropolitan Avenue at Bedford Avenue and Metropolitan Avenue at Havemeyer Street. These high-crash locations will be assessed qualitatively for street user safety in the EAS.

Parking

Under the Proposed Action, 42 accessory parking spaces for residential uses would be provided on Projected Development Site, as compared to 142 spaces under the No-Action condition. **Tables 6** and **7** show forecasts of the total hourly parking demand that would be generated at the Development Site on a weekday and on a Saturday, respectively, under the Proposed Action. The parking forecasts were derived from the forecast of daily auto trips from the RWCDS land uses at the Development Site. The hourly parking patterns used to estimate the parking demand from the residential, local retail, and health club uses were based on data from New York City Department of Transportation (NYCDOT). The hourly parking patterns used to generate the parking demand for the self-storage use were based on data from the *Self-Storage Text Amendment FEIS* (2017). As 86 percent of the Development Site's residential component currently comprises of rental units and the remaining 14 percent comprises of condo units, 2015-2019 ACS auto ownership data for rental and condo households in Brooklyn census tracts 551, 553, and 555 were used to estimate the residential overnight parking demand. Accordingly, an auto ownership rate of 0.32 autos per household was utilized for the residential component's rental units and 0.74 autos per household was utilized for the residential component's condo units.

As shown in **Tables 6 and 7**, parking demand from commercial uses typically peaks in the midday period and declines during the late afternoon and evening. By contrast, parking demand from residential uses peaks overnight. Therefore, some of the spaces used by residents would be available to accommodate the commercial demand during daytime hours. As shown below in **Table 6**, the weekday parking accumulation under the Proposed Action would peak at approximately 35 spaces between 6 PM and 7 PM. Additionally, as shown in **Table 7**, the Saturday parking accumulation under the Proposed Action would peak at approximately 38 spaces between 10 AM and 12 PM. Therefore, the 42 accessory parking spaces in the future with the Proposed Action is able to accommodate the parking demand during both the weekday and Saturday.

The existing uses of the Development Site, which consist of 84 DUs of residential space, 22,293 gsf of local retail space, and 23,737 gsf of health club space are currently in operation. The parking garage is currently underutilized by the existing uses on the Development Site. In order to get more utilization of this parking garage, the Applicant reduced monthly rental price below the competitive neighborhood

price to get more monthly users. As such, the parking garage is mostly utilized by other monthly subscribers, who are local residents in the neighborhood and some daily parking customers, typically visitors who park for less than a day. On average, only approximately 80 spaces are utilized at any given time, including an average of only three to seven spaces leased by the Development Site's residents in any given month.

Table 5: Crash Data Summary

Intersection		Pedestrian Injury Crashes			Bicycle Injury Crashes			Total Pedestrian/Bicyclist Injury Crashes			Total Crashes (Reportable + Non-Reportable)		
		2017	2018	2019	2017	2018	2019	2017	2018	2019	2017	2018	2019
River St	N 1 St	0	0	0	0	0	0	0	0	0	0	1	0
	N 3 St	0	0	0	0	0	0	0	0	0	0	1	0
Kent Ave	N 7 St	0	1	1	2	0	1	2	1	2	2	2	5
	N 6 St	0	1	0	0	0	0	0	1	0	0	3	0
	N 5 St	0	0	0	1	1	0	1	1	0	1	5	3
	N 4 St	0	1	1	1	2	1	1	3	2	1	5	5
	N 3 St	0	0	0	0	0	2	0	0	2	1	0	2
	N 1 St	0	0	0	0	0	0	0	0	0	0	0	2
	Grand St	0	0	0	0	1	0	0	1	0	0	1	5
Wythe Ave	N 8 St	0	0	0	0	1	0	0	1	0	1	4	0
	N 7 St	0	0	0	0	1	0	0	1	0	1	2	1
	N 6 St	0	0	0	0	0	0	0	0	0	0	0	1
	N 5 St	0	0	0	0	0	0	0	0	0	0	1	2
	N 4 St	0	1	0	0	0	0	0	1	0	2	3	0
	N 3 St	0	1	0	0	0	0	0	1	0	0	2	0
	N 1 St	0	0	0	1	0	0	1	0	0	1	0	1
	Grand St	1	2	1	0	1	0	1	3	1	1	4	1
	S 1 St	0	0	0	0	0	0	0	0	0	1	0	3
	S 2 St	0	0	0	0	0	0	0	0	0	2	1	2
Berry St	N 8 St	0	0	0	0	0	0	0	0	0	0	1	1
	N 7 St	1	1	1	0	0	0	1	1	1	1	4	2
	N 6 St	0	0	0	1	0	0	1	0	0	2	0	1
	N 5 St	0	1	0	0	0	0	0	1	0	0	1	0
	N 4 St	0	0	1	1	1	1	1	1	2	2	8	4
	N 3 St	0	0	0	0	1	1	0	1	1	6	4	4
	N 1 St	0	0	0	0	0	0	0	0	0	0	0	1
	Grand St	0	0	2	0	1	0	0	1	2	2	1	3
	S 1 St	0	1	0	0	0	0	0	1	0	0	3	1
	S 2 St	0	0	0	0	0	0	0	0	0	0	2	1
Bedford Ave	N 8 St	1	1	0	0	0	0	1	1	0	2	3	3
	N 7 St	1	0	0	0	0	1	1	0	1	1	1	2
	N 6 St	0	0	0	1	0	0	1	0	0	2	1	1
	N 5 St	0	1	1	0	0	0	0	1	1	3	2	3
	N 4 St	0	0	0	0	1	0	0	1	0	2	3	2
	N 3 St	0	0	0	0	0	0	0	0	0	1	7	0
	N 1 St	0	0	0	0	0	0	0	0	0	1	2	1
	Grand St	0	0	0	0	0	0	0	0	0	0	2	1
	S 1 St	0	0	0	2	0	0	2	0	0	3	2	4
	S 2 St	0	0	0	0	0	0	0	0	0	3	1	3
	S 3 St	0	1	0	0	1	0	0	2	0	1	4	3

Shading denotes a high-crash location based on 2021 *CEQR Technical Manual* criteria.

Table 5: Crash Data Summary (cont.)

Intersection		Pedestrian Injury Crashes			Bicycle Injury Crashes			Total Pedestrian/Bicyclist Injury Crashes			Total Crashes (Reportable + Non-Reportable)		
		2017	2018	2019	2017	2018	2019	2017	2018	2019	2017	2018	2019
Bedford Ave	N 8 St	1	1	0	0	0	0	1	1	0	2	3	3
	N 7 St	1	0	0	0	0	1	1	0	1	1	1	2
	N 6 St	0	0	0	1	0	0	1	0	0	2	1	1
	N 5 St	0	1	1	0	0	0	0	1	1	3	2	3
	N 4 St	0	0	0	0	1	0	0	1	0	2	3	2
	N 3 St	0	0	0	0	0	0	0	0	0	1	7	0
	N 1 St	0	0	0	0	0	0	0	0	0	1	2	1
	Grand St	0	0	0	0	0	0	0	0	0	0	2	1
	S 1 St	0	0	0	2	0	0	2	0	0	3	2	4
	S 2 St	0	0	0	0	0	0	0	0	0	3	1	3
	S 3 St	0	1	0	0	1	0	0	2	0	1	4	3
Driggs Ave	N 8 St	0	0	0	0	0	0	0	0	0	1	0	0
	N 7 St	0	0	0	1	0	0	1	0	0	1	0	0
	N 6 St	1	0	0	0	0	0	1	0	0	2	4	1
	N 5 St	0	2	0	0	0	0	0	2	0	0	6	0
	N 4 St	0	0	0	1	0	0	1	0	0	3	1	0
	N 1 St	0	0	0	0	0	0	0	0	0	1	3	2
	Grand St	0	0	0	1	0	0	1	0	0	2	2	0
	Fillmore Pl	0	0	0	0	0	0	0	0	0	0	0	0
	S 1 St	0	0	0	0	1	0	0	1	0	1	3	3
	S 2 St	1	0	0	1	1	0	2	1	0	7	4	3
	S 3 St	0	0	0	0	0	0	0	0	0	0	0	0
Roebling St	N 7 St	1	1	1	0	0	0	1	1	1	1	2	2
	N 6 St	0	0	0	2	0	0	2	0	0	5	0	1
	N 5 St	0	1	0	1	0	0	1	1	0	1	1	1
	Hope St & Fillmore Pl	0	0	1	0	0	0	0	0	1	1	3	2
	Grand St	0	0	0	1	0	0	1	0	0	2	3	0
	S 1 St	1	0	1	0	0	0	1	0	1	1	8	2
	S 2 St	0	0	0	1	0	0	1	0	0	1	1	1
Havemeyer St	Hope St	0	0	0	1	0	0	1	0	0	3	2	0
Metropolitan Ave	N 3 St	1	0	0	0	0	0	1	0	0	1	1	4
	Havemeyer St	3	2	1	1	0	1	**4**	2	2	6	12	9
	N 4 St & Roebling St	0	0	1	1	2	0	1	2	1	2	8	5
	Driggs Ave	0	1	2	0	0	0	0	1	2	1	5	5
	Bedford Ave	4	0	0	1	0	0	**5**	0	0	6	2	1
	Berry St	1	1	0	0	0	0	1	1	0	1	3	1
	Wythe Ave	0	1	1	0	0	0	0	1	1	1	4	2
	Kent Ave	0	0	0	1	0	0	1	0	0	1	0	0
	River St	0	0	0	0	0	0	0	0	0	1	0	0

Shading denotes a high-crash location based on 2021 *CEQR Technical Manual* criteria.

Table 6: Weekday Parking Accumulation Forecast

	Residential (Market-Rate and Affordable)			Local Retail			Health Club			Self-Storage			Total		
	84 DUs			22,293 gsf			23,737 gsf			18,000 gsf					
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.
12-1 AM	1	0	33	1	1	0	0	0	0	0	0	0	2	1	33
1-2	0	0	33	0	0	0	0	0	0	0	0	0	0	0	33
2-3	0	0	33	0	0	0	0	0	0	0	0	0	0	0	33
3-4	0	0	33	0	0	0	0	0	0	0	0	0	0	0	33
4-5	0	0	33	0	0	0	0	0	0	0	0	0	0	0	33
5-6	0	1	32	0	0	0	0	0	0	0	0	0	0	1	32
6-7	0	1	31	1	1	0	1	1	0	0	0	0	2	3	31
7-8	1	3	29	5	5	0	1	1	0	0	0	0	7	9	29
8-9	1	5	25	10	9	1	1	1	0	1	0	1	13	15	27
9-10	1	3	23	17	16	2	2	1	1	1	1	1	21	21	27
10-11	1	2	22	19	18	3	1	1	1	1	1	1	22	22	27
11-12	1	2	21	20	20	3	1	1	1	1	1	1	23	24	26
12-1 PM	2	2	21	25	23	5	1	1	1	1	1	1	29	27	28
1-2	2	2	21	27	26	6	1	1	1	2	1	2	32	30	30
2-3	2	2	21	29	26	9	1	1	1	1	1	2	33	30	33
3-4	2	2	21	29	28	10	1	1	1	1	1	2	33	32	34
4-5	3	2	22	28	30	8	1	1	1	1	1	2	33	34	33
5-6	3	2	23	31	31	8	2	2	1	1	1	2	37	36	34
6-7	4	2	25	37	37	8	1	1	1	0	1	1	42	41	**35**
7-8	4	2	27	26	29	5	1	1	1	0	1	0	31	33	33
8-9	3	2	28	17	18	4	1	1	1	0	0	0	21	21	33
9-10	2	1	29	9	12	1	1	1	1	0	0	0	12	14	31
10-11	2	0	31	4	4	1	0	1	0	0	0	0	6	5	32
11-12	1	0	32	2	3	0	0	0	0	0	0	0	3	3	32

Notes: Shading denotes the total peak parking accumulation.
Assumes 86% units are rental occupied and 14% are owner occupied.
Assumes 0.32 autos/DU based on 2015-2019 ACS auto ownership data for rental households in Brooklyn census tracts 551, 553, and 555.
Assumes 0.74 autos/DU based on 2015-2019 ACS auto ownership data for condo households in Brooklyn census tracts 551, 553, and 555.
0% linked trip credit assumed for local retail use.

Table 8 shows the number of vehicles parked overnight (of monthly users for the Development Site's residents and local residents in the neighborhood) in the parking garage during Sunday, April 16, 2023 to Saturday, April 22, 2023. As shown in **Table 8**, the vehicles parked overnight ranged from 71 to 91 vehicles. On Wednesday, April 19, 2023, a count of parking garage utilization was conducted during the AM, midday, and PM periods. During the weekday AM, midday, and PM periods, a total of 84, 93, and 92 vehicles were parked in the parking garage, respectively. As the existing capacity of the 142 space parking garage would not be fully accommodated in the proposed 42 space garage under the Proposed Actions, a detailed analysis of parking conditions within a quarter-mile radius of the Project Area will be provided in the EAS. Existing on-street and off-street parking inventories will be provided to document the existing supply and demand during the weekday midday and overnight periods, and changes in the parking supply and utilization under both No-Action and With-Action conditions will be forecasted.

Table 7: Saturday Parking Accumulation Forecast

	Residential (Market-Rate and Affordable)			Local Retail			Health Club			Self-Storage			Total		
	84 DUs			22,293 gsf			23,737 gsf			18,000 gsf					
	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.	In	Out	Accum.
12-1 AM	1	1	32	1	1	0	0	0	0	0	0	0	2	2	32
1-2	1	0	33	0	0	0	0	0	0	0	0	0	1	0	33
2-3	1	0	34	0	0	0	0	0	0	0	0	0	1	0	34
3-4	0	0	34	0	0	0	0	0	0	0	0	0	0	0	34
4-5	0	0	34	0	0	0	0	0	0	0	0	0	0	0	34
5-6	0	0	34	0	0	0	0	0	0	0	0	0	0	0	34
6-7	0	0	34	0	0	0	0	0	0	0	0	0	0	0	34
7-8	0	1	33	2	2	0	0	0	0	0	0	0	2	3	33
8-9	1	2	32	7	6	1	1	0	1	1	0	1	10	8	35
9-10	1	3	30	15	12	4	2	1	2	1	1	1	19	17	37
10-11	2	3	29	20	19	5	3	2	3	1	1	1	26	25	**38**
11-12	2	3	28	25	24	6	2	2	3	2	2	1	31	31	**38**
12-1 PM	2	3	27	28	28	6	2	3	2	1	2	0	33	36	35
1-2	3	3	27	30	30	6	2	2	2	2	2	0	37	37	35
2-3	3	3	27	34	34	6	2	2	2	2	2	0	41	41	35
3-4	3	3	27	34	34	6	1	2	1	3	2	1	41	41	35
4-5	3	2	28	35	35	6	1	1	1	1	2	0	40	40	35
5-6	4	3	29	43	43	6	1	1	1	1	1	0	49	48	36
6-7	3	3	29	28	29	5	1	1	1	1	1	0	33	34	35
7-8	2	2	29	23	25	3	0	1	0	1	1	0	26	29	32
8-9	2	2	29	18	18	3	0	0	0	1	1	0	21	21	32
9-10	2	1	30	14	16	1	0	0	0	0	0	0	16	17	31
10-11	2	1	31	5	6	0	0	0	0	0	0	0	7	7	31
11-12	2	1	32	4	4	0	0	0	0	0	0	0	6	5	32

Notes: Shading denotes the total peak parking accumulation.
Assumes 86% units are rental occupied and 14% are owner occupied.
Assumes 0.32 autos/DU based on 2015-2019 ACS auto ownership data for rental households in Brooklyn census tracts 551, 553, and 555.
Assumes 0.74 autos/DU based on 2015-2019 ACS auto ownership data for condo households in Brooklyn census tracts 551, 553, and 555.
0% linked trip credit assumed for local retail use.

Table 8: Number of Vehicles Parked Overnight

Date	Sunday, 4/16/2023	Monday, 4/17/2023	Tuesday, 4/18/2023	Wednesday, 4/19/2023	Thursday, 4/20/2023	Friday, 4/21/2023	Saturday, 4/22/2023
Number of Vehicle Parked Overnight	91	84	78	88	71	77	68

APPENDIX 3:
PARKING UTILIZATION STUDY

Philip Habib & Associates

Engineers and Planners • 102 Madison Avenue • New York, NY 10016 • 212 929 5656 • 212 929 5605 (fax)

Parking Utilization Study

To: New York City Department of City Planning (NYCDCP)
From: Philip Habib & Associates (PHA)
Date: April 17, 2020
Re: 197 Berry Street Parking (PHA #202019)

I. Introduction

SL Green Realty Corp. is seeking a rezoning of their 197 Berry Street property (Block 2351, Lot 7501) in the Williamsburg neighborhood of Brooklyn (the "Project Site") to eliminate the parking requirement necessitated under the existing zoning district and convert the existing parking garage to local retail. The project site is located in an M1-2/R6B zoning district, as well as the MX-8 Greenpoint-Williamsburg special district. An approximately 138,233-gsf, five-story commercial and residential building is currently developed on the project site which includes a 142-space, below grade public parking garage accessed from a ground-floor entrance on Berry Street. The existing mixed-use building is situated on an approximately 41,419-sf lot at the northeast corner of the intersection of Berry Street and North Third Street.

In advance of the rezoning process, the property owner contracted PHA to conduct a survey of parking capacity and utilization at two scales surrounding the project site: 1) within walking distance (approximately 1/4 mile) and 2) within the immediate vicinity of the project site (roughly 1/3 mile). This technical memorandum summarizes the parking study and presents the utilization and capacity for on- and off-street parking resources within these 1/4-mile and 1/3-mile study areas, respectively.

II. Methodology

As parking demand from retail and office uses typically peaks in the midday period, declining during the afternoon and evening, and parking demand from restaurant and residential uses typically peaks in the evening, a survey of on- and off-street parking resources was conducted in both the weekday midday and overnight time periods to reflect the mixed commercial and residential nature of the neighborhood. Using field observations, the DoITT NYCityMap and other online resources, 13 public off-street parking facilities were identified within a 1/3-mile study area immediately surrounding the project site. As of the time of

the survey, all facilities were open in the weekday midday and overnight periods. In addition, a physical inventory of on-street parking resources within a 1/4-mile of the project site was conducted to ascertain midday and overnight curbside parking utilization. **Figures 1** and **2** show the 13 off-street parking facilities and relevant curbside parking regulations within the 1/3- and 1/4-mile study areas, respectively. Surveys of both on- and off-street parking resources were conducted on March 10th & 11th, 2020. The findings of these surveys, the existing capacities and estimated utilization of area parking resources, are described below.

III. Existing Conditions

Off-Street Parking Availability & Utilization

On March 10th & 11th, 2020, PHA conducted an inventory of all existing off-street parking facilities within the immediate vicinity of the project site (approximately 1/3 of a mile). This 1/3-mile study area is generally bounded by North 10th Street, South 4th Street, Havemeyer Street and the East River to the north, south, east and west, respectively (see **Figure 1)**. As shown in **Table 1** below, utilization of the 13 off-street parking facilities located within the 1/3-mile study area is generally higher during the overnight period. Of the total capacity available within the study area, 1,174 of the 1,551 spaces were utilized during the midday period (approximately 76 percent), while 1,358 spaces (approximately 88 percent) were utilized overnight. This utilization results in a residual supply of approximately 377 and 193 available off-street parking spaces in the midday and overnight periods, respectively.

Table 1: Off-Street Parking Utilization

No.	Public Parking	Location	Capacity	Parking Utilization Rates					
				MD	Utilization %	Available	Overnight	Utilization %	Available
1	LM Driggs Parking	247 Metropolitan Ave	81	60	74%	21	65	80%	16
2	LAZ Parking NY/NJ	175 Kent Ave	140	110	79%	30	115	82%	25
3	Propark America NY LLC	184 Kent Ave	200	150	75%	50	150	75%	50
4	22/34 North 6th garage Corp	34 N 6th St	131	100	76%	31	120	92%	11
5	22/34 North 6th garage Corp	22 N 6th St	167	120	72%	47	150	90%	17
6	Linc Garage LLC	20 N 5th St	174	130	75%	44	160	92%	14
7	5 Square Management LLC	321 Wythe Ave	91	71	78%	20	82	90%	9
8	149 Kent Ave Parking Corp	149 Kent Ave	131	110	84%	21	125	95%	6
9	34 North 7th Parking Corp	34 N 7th St	142	100	70%	42	125	88%	17
10	Public Parking	50 N 5th St	139	105	76%	34	125	90%	14
11	North 4th Place Garage Corp	1 N 4th Place	76	56	74%	20	68	89%	8
12	247 N 7th St Parking Corp	248 N 8th St	52	40	77%	12	48	92%	4
13	247 N 7th St Parking Corp	249 N 7th St	27	22	81%	5	25	93%	2
	Total		**1551**	**1174**	**76%**	**377**	**1358**	**88%**	**193**

On-Street Parking Availability & Utilization

Figure 2 shows the 15 streets with on-street parking resources located within the 1/4-mile study area, as well as relevant curbside parking regulations. The on-street study area is generally bounded by North 8th Street, South 2nd Street, Roebling Street and Kent Avenue/River Street to the north, south, east and west, respectively. It should be noted that, while located within the study area, Bedford Avenue has not been included in this study as the majority of on-street spaces are metered and therefore exhibit parking patterns dissimilar to streets throughout the rest of the study area. Additionally, North 6th and North 7th

Streets, between Bedford and Driggs Avenues, were also excluded as on-street parking was unavailable at the time of the survey due to major renovations of the Bedford Avenue L train station.

Utilization and capacity of on-street resources within walking distance of the project site (approximately 1/4 mile) are shown in **Table 2**. **Table 2** shows that, in contrast with off-street parking facilities, on-street parking utilization is generally lower in the overnight period than in the midday period. Of the approximately 1,533 on-street parking spaces located along the 15 study area streets, 96 percent and 86 percent were utilized in the midday and overnight periods, respectively, resulting in 65 and 216 available spaces during these same periods.

Table 2: On-Street Parking Utilization

Street	Between	Total Number of Spaces	Midday		Overnight	
			Utilization %	Available	Utilization %	Available
Driggs Ave	Grand Ave - N 6th St	57	98%	1	89%	6
Berry St	S 2nd St - N 9th St	154	94%	10	92%	12
Wythe Ave	S 2nd St - N 8th St	132	93%	9	88%	16
Kent Ave	S 1st St - N 7th St	56	98%	1	93%	4
S 2nd St	Wythe Ave - Bedford Ave	53	94%	3	98%	1
S 1st St	Wythe Ave - Driggs Ave	84	85%	13	0%	84
Grand St	Kent Ave - Driggs Ave	157	91%	14	92%	13
N 1st St	Kent Ave - Driggs Ave	133	98%	2	98%	2
Metropolitan Ave	River St - Driggs Ave	137	97%	4	80%	28
N 3rd St	Kent Ave - Metropolitan Ave	85	94%	5	82%	15
N 4th St	Kent Ave - Driggs Ave	94	100%	0	85%	14
N 5th St	Kent Ave - Driggs Ave	106	100%	0	94%	6
N 6th St	Kent Ave - Bedford Ave	103	100%	0	95%	5
N 7th St	Wythe Ave - Bedford Ave	106	99%	1	95%	5
N 8th St	Wythe Ave - Bedford Ave	76	97%	2	93%	5
Total		**1533**	**96%**	**65**	**86%**	**216**

Note: Bedford Avenue is not included as it is mostly metered parking

IV. Conclusion

The owners of the project site (197 Berry Street in the Williamsburg neighborhood of Brooklyn) are seeking to rezone their property to eliminate the parking requirement necessitated by the property's existing M1-2/R6B, MX-8 zoning. The elimination of the parking requirement would facilitate the conversion of the existing 142-space parking garage into local retail. As trips generated by local retail generally begin/end within a quarter mile radius, new parking demand is not anticipated to be created by the new use. Additionally, aside from those located within the project site, no existing on- or off-street parking would be displaced by the property owner's proposed rezoning. As such, area parking resources would need to absorb no more than the 142 spaces displaced by the proposed rezoning.

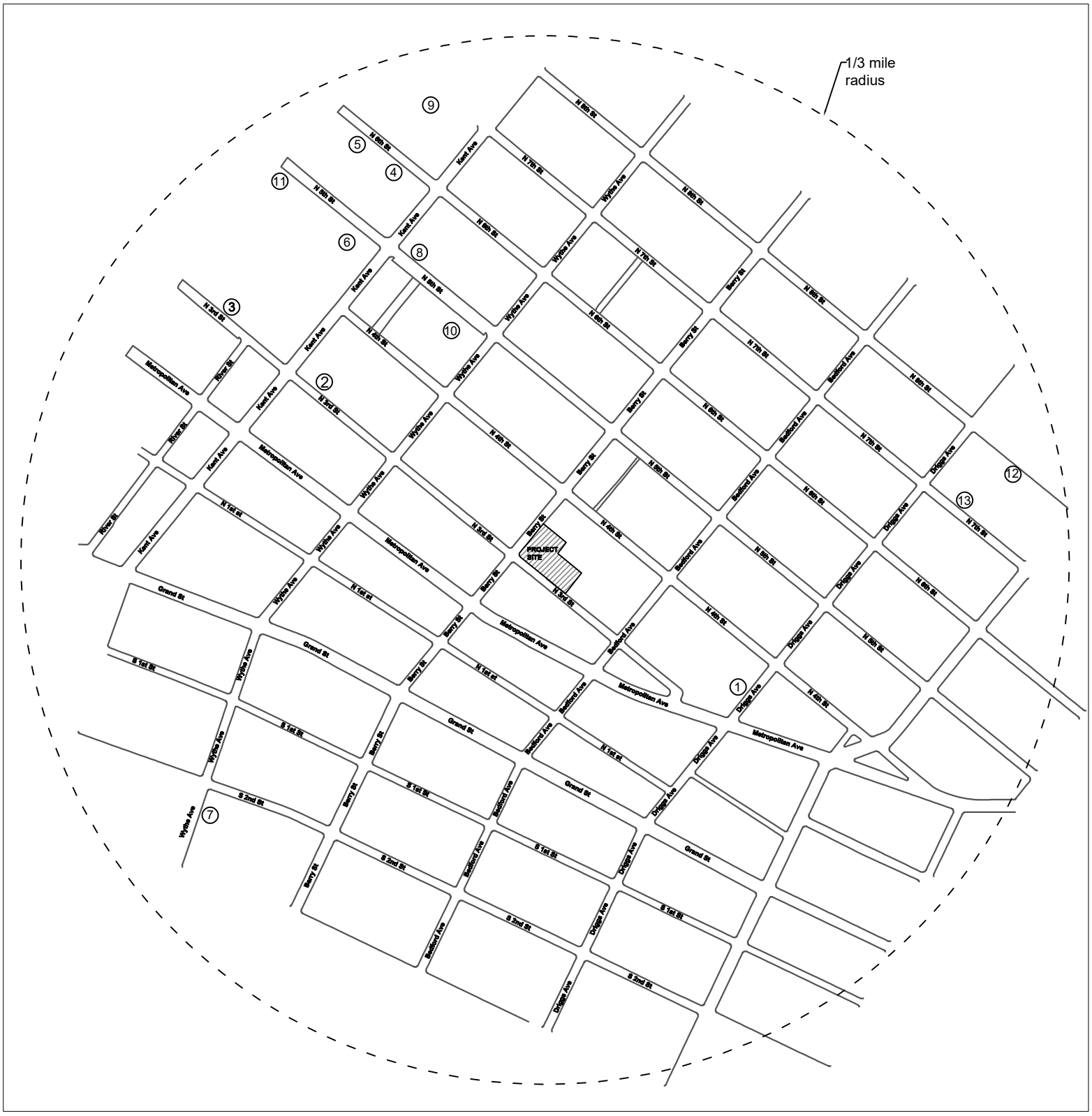
As shown in **Table 1** above, utilization of the 13 off-street parking facilities located within 1/3-mile of the project site is generally higher during the overnight period than the midday. On a typical weekday, parking facilities within 1/3 of a mile of the project site were estimated to be at 76 and 88 percent utilization in

the midday and overnight periods, respectively, resulting in approximately 377 and 193 available off-street parking spaces during these time periods. As such, these facilities would have the capacity to absorb the parking demand generated by the displacement of the 142 existing project site parking spaces. Furthermore, on-street parking resources available within a 1/4 mile of the project site are more highly utilized during the midday period (see **Table 2** above). These on-street parking resources provide approximately 65 and 216 additional overflow parking spaces within walking distance of the project site. As these on- and off-street parking resources collectively provide a total capacity of approximately 442 and 409 available spaces in the midday and overnight periods, respectively, ample on- and off-street parking is available within the immediate vicinity of the project site and these area parking resources would be able to absorb any residual parking needs resulting from the elimination of the 142 project site spaces. Therefore, removing the 142 spaces currently provided within the existing 197 Berry Street building would not create a parking shortfall in the area nor would it result in negative impacts on parking demand.

197 Berry Street Parking Study

Figure 1

Off-Street Parking Facilities



Legend

Project Site

⑥ **Off Street Parking Locations**

197 Berry Street Parking Study

Figure 2
On-Street Parking Facilities



Legend

- Truck loading Only
- Metered Parking
- No Parking Anytime
- Project Site
- On Street Parking Locations