Foreword

This document is the Final Environmental Impact Statement (FEIS) for the Atlantic Avenue Mixed-Use Plan (AAMUP). The New York City Department of City Planning (DCP), together with the New York City Department of Housing Preservation and Development (HPD) and Department of Citywide Administrative Services (DCAS), is proposing a series of land use actions including zoning map amendments, acquisition, disposition of City-owned property and Urban Development Action Area Project (UDAAP), and zoning text amendments (including establishing a new Special District and Mandatory Inclusionary Housing [MIH]) (collectively, the Proposed Actions) that would facilitate the implementation of a neighborhood land-use plan along Atlantic Avenue in Prospect Heights, northwestern Crown Heights, and southern Bedford Stuyvesant in partnership with elected officials, City agencies, community boards, and local stakeholders.

The Proposed Actions would affect an approximately 21-block area, primarily along Atlantic Avenue in Brooklyn Community Districts (CDs) 3 and 8. The Proposed Actions are intended to reinvigorate portions of the 120-foot-wide Atlantic Avenue thoroughfare and surrounding blocks and help mitigate the regional housing crisis by allowing the development of new housing, including affordable housing, and facilitating economic opportunity and the growth of local services and jobs in an area that has excellent public transit access and is near the major employment hubs of Downtown Brooklyn and Lower Manhattan. These actions will also be reinforced by investments into local community resources and the public realm to improve sustainability, safety, mobility, and neighborhood connectivity.

Following the 2013 area-wide rezoning of Crown Heights West, Brooklyn Community Board (CB) 8 formed a land use sub-committee called M-CROWN with the aim of establishing a shared vision for housing and job growth along a section of Atlantic Avenue. In 2015, CB 8 adopted their first Resolution requesting the City rezone the M-CROWN geography to support new mixed-income housing and living-wage jobs, envisioning expanded industrial uses and restrictions on retail, nightlife, and eating and drinking establishments.

Since 2016, DCP has been engaged with CB 8 and began a study in collaboration with board members, residents and property owners, and other stakeholders. In 2018, DCP released a land use framework, which built upon CB 8’s goals and set forth a vision with individual subareas that has subsequently been used as a tool to guide private rezoning applications. In spring 2022, DCP began work to advance an area-wide plan for Atlantic Avenue in

response to a request from elected officials, local organization and community board leaders, and various stakeholders. In October 2022, an outreach and engagement process were launched by elected officials, DCP, and partnering agencies, known as the Atlantic Avenue Mixed-Use Plan (AAMUP), culminating in a community priorities report in July 2023 which included recommendations for land use changes, public realm improvements, and other community-based priorities.

The Draft Environmental Impact Statement (DEIS) for the Proposed Actions was accepted as complete by the Department of City Planning (DCP), acting as lead agency on behalf of the City Planning Commission (CPC). The DCP issued a Notice of Completion (NOC) for the DEIS on October 11, 2024. The public hearing on the DEIS and ULURP was held on February 5, 2025, at 10:00 AM in the NYC City Planning Commission Hearing Room, Lower Concourse, 120 Broadway, New York, NY. The public hearing was accessible to view and participate in both in person and remotely via NYC Engage. The period for submitting written comments remained open until 5:00 PM, February 18, 2025.

The FEIS addresses all substantive comments made on the DEIS during the DEIS public hearing and subsequent DEIS comment period. Those comments are summarized and responded to in **Chapter 27, Response to Comments**. Changes to the text and graphics from the DEIS were made in the FEIS, as necessary, in response to these comments. In addition, this FEIS also reflects all substantive changes to technical analyses resulting from agency review, and materials changes in conditions since issuance of the DEIS.

The principal changes between the DEIS and this FEIS include the following:

- **Chapter 2, Land Use, Zoning, and Public Policy**, minor updates to reflect changes made to the zoning use groups as part of the City of Yes zoning text amendments.

- **Chapter 7, Historic and Cultural Resources,** minor updates to account for State/National Register eligibility of a historic resource. Updates made to the Phase 1A archaeological report.

- **Chapter 9, Hazardous Materials,** updates to describe provisions for alternate compliance with Zoning Resolution (ZR) Section 146-11.

- **Chapter 13, Transportation,** the FEIS includes several notable updates to the transportation analysis presented in the DEIS. Firstly, traffic Level of Service (LOS) analyses have been revised for the No-Action, With-Action, and Mitigation conditions to reflect changes resulting from some transit re-assignment. Similarly, pedestrian LOS analyses for the No-Action, With-Action, and Mitigation conditions have been updated to account for the same transit-related modifications. It's important to note that while the existing pedestrian tables in the DEIS Transportation chapter were replaced due to an editorial error, the underlying existing conditions analysis remains unchanged. Overall, the impact conclusions remain consistent with those presented in the DEIS.

- **Chapter 14, Air Quality,** updates to the industrial source analysis to reduce the spacing of horizontal receptors in the analysis. Further detail is provided on the mobile source analysis. Additional updates to describe provisions for alternate compliance with ZR Section 146-11.

- **Chapter 16, Noise,** updates to describe provisions for alternate compliance with ZR Section 146-11.

- **Chapter 20, Mitigation,** revisions in the technical areas of open space, shadows, historic and cultural resources, transportation, and construction (air quality and noise) to reflect further evaluation of potential mitigation measures conducted between the DEIS and FEIS in coordination between the lead agency, DCP, and other involved and interested agencies.

- **Chapter 21, Alternatives,** the mitigation measure discussions under the No Unmitigated Significant Adverse Impacts alternative were revised to reflect further evaluation of potential mitigation measures conducted between the DEIS and FEIS in coordination between the lead agency, DCP, and other involved and interested agencies.

- **Chapter 22, Unavoidable Significant Adverse Impacts,** revisions in the technical areas of open space, shadows, historic and cultural resources, transportation, and construction (air quality and noise) to reflect further evaluation of potential mitigation measures conducted between the DEIS and FEIS in coordination between the lead agency, DCP, and other involved and interested agencies.

- **Chapter 26, Disadvantaged Communities,** which is entirely new to the document.

- **Chapter 27, Responses to Comments on the DEIS,** which is entirely new to the document.

Except where indicated, all text changes since publication of the DEIS are marked by <u>double underlining</u> in the FEIS. Deleted text is marked by ~~strikethrough~~ text. No underlining is used for this Foreword, **Chapter 26, Disadvantaged Communities,** or **Chapter 27, Responses to Comments on the DEIS**, as each of these are entirely new.