NEW YORK STATE OF OPPORTUNITY. | Empire State Development

KINGSBORO PSYCHIATRIC CENTER MIXED-USE PROJECT

Final Environmental Impact Statement – Notice of Completion

March 2025

Empire State Development | 655 Third Avenue | New York, NY 10017 | kpceis@esd.ny.gov

March 27, 2025

NOTICE OF COMPLETION AND PUBLIC HEARING
DRAFT ENVIRONMENTAL IMPACT STATEMENT

KINGSBORO PSYCHIATRIC CENTER MIXED-USE PROJECT

Pursuant to the State Environmental Quality Review Act (Article 8 of the New York State Environmental Conservation Law) and the regulations adopted pursuant thereto (6 NYCRR Part 617), a Final Environmental Impact Statement ("FEIS") has been prepared and accepted as complete by the lead agency for the proposed Kingsboro Psychiatric Center ("KPC") Mixed-Use Project ("Proposed Project"), and copies thereof are available online or upon request to the offices of the lead agency as set forth below.

SEQRA Classification: Type I

Lead Agency: New York State Urban Development Corporation
d/b/a Empire State Development ("ESD")
655 Third Avenue
New York, NY 10017

Project Location: The Project Site is located in the East Flatbush section of Brooklyn, Kings County, New York. It comprises an approximately 7.2 acre portion of Lot 1, Kings County Block 4833, bounded by Winthrop Street to the north, Clarkson Avenue to the south, Albany Avenue to the west, and the remainder of the KPC campus to the east.

Project Description: The Proposed Project involves ESD's adoption and affirmation of a General Project Plan ("GPP") authorizing ESD to acquire and dispose of real property to facilitate the development of affordable and supportive housing, community facilities, commercial space, open space, and private driveways with on-site parking. The Kingsboro Psychiatric Center campus, inclusive of the Project Site, is owned by the Dormitory Authority of the State of New York ("DASNY") and operated by the New York State Office of Mental Health except for the two existing homeless shelters on the Project Site, which are operated by the New York City Department of Homeless Services. The Proposed Project involves ESD's acquisition of the currently underutilized Project Site from DASNY and ESD's subsequent conveyance of the Project Site to a private

developer to facilitate construction of up to approximately 1,081 total units of new affordable and supportive housing; two new state-of-the-art single-adult men's homeless shelters, which would fully replace the existing 364 beds currently available at the Project Site; up to approximately 8,092 sf of commercial space, which is anticipated to be utilized as a grocery store; up to approximately 63,071 sf of community facility space (including a Service Employees International Union ["SEIU"] facility, an emergency food provider, a ballet studio, steel pan drum equipment storage, and resident social service space); approximately 46 parking spaces; and approximately 2.16 acres of publicly accessible open space. Acquisition/disposition of the Project Site and construction of the Proposed Project would be undertaken in three phases, with the first phase commencing in 2025 and the final phase anticipated to be completed in 2034, and full occupancy by the end of 2034.

Lead Agency Contact:

Eram Qadri, AICP, LEED AP
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Empire State Development
655 Third Avenue
New York, NY 10017
(212) 803-3141

The Executive Summary of the FEIS, which describes the Proposed Project and its potential impacts, is incorporated hereto and made a part hereof.

Following the issuance of the Draft Environmental Impact Statement ("DEIS"), a public hearing on the DEIS and GPP pursuant to SEQRA and other relevant statutes was held virtually on Thursday, November 30, 2023, from 6:00 pm to 8:00 pm. Copies of the DEIS Public Hearing Notice and Public Hearing transcript were made available on ESD's Project website at: https://esd.ny.gov/kingsboro following the close of the meeting. The public comment period remained open for 39 days after the Public Hearing, with written and emailed comments accepted until 5:00 PM on Monday January 8, 2024. Comments received on the DEIS have been considered in the preparation of the FEIS.

This Notice of Completion for the FEIS for the KPC Mixed-Use Project has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law. The FEIS is available for consideration on ESD's website at: https://esd.ny.gov/kingsboro. Pursuant to SEQRA [6 NYCRR 617.11(a)], the agency and public consideration period will close on April 10, 2025.

Copies of the FEIS are available for inspection at ESD, 655 Third Avenue, New York, NY 10017. A flash drive of the entire FEIS and/or a paper copy of the Executive Summary of the FEIS are available at no charge upon request. Paper copies of the complete FEIS are available for purchase. To inspect and/or obtain copies of the FEIS, please contact Eram Qadri at (212) 803-3141. In addition, the FEIS is available to view at the Crown Heights Branch of the Brooklyn Public Library located at 560 New York Avenue, Brooklyn, NY.

This Notice and the FEIS have been sent via email to:

- Dormitory Authority State of New York
- New York State Homes and Community Renewal
- New York State Office for People with Developmental Disabilities
- New York State Office of Mental Health
- New York State Department of Environmental Conservation, Region II
- New York City Department of City Planning, Brooklyn Office
- New York City Department of Transportation
- New York City Department of Housing Preservation and Development
- New York City Department of Homeless Services
- New York City Housing Development Corporation
- Mayor's Office of Environmental Coordination
- Honorable Eric Leroy Adams, Mayor of New York City
- Antonio Reynoso, Brooklyn Borough President
- New York City Council
- Honorable Brian Cunningham, New York State District 43 Assembly Member
- Honorable Darlene Mealy, New York City Council Member
- Honorable Rita Joseph, New York City Council Member
- Brooklyn Community Board #9
- Brooklyn Community Board #17

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Final Environmental Impact Statement – Executive Summary

March 2025

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EXECUTIVE SUMMARY

ES.1 Introduction

This Executive Summary includes 1) a description of the environmental review process, 2) a summary of key findings related to significant impacts and mitigation, 3) a project description, and 4) a summary of all technical analyses prepared as part of this environmental review process.

ENVIRONMENTAL REVIEW PROCESS

This Final Environmental Impact Statement ("FEIS") for the proposed "Kingsboro Psychiatric Center Mixed-Use Project" ("Proposed Project" or "Project"), located in the East Flatbush section of the Borough of Brooklyn (Kings County), New York, has been prepared by the New York State Urban Development Corporation d/b/a Empire State Development ("ESD") pursuant to the New York State Environmental Quality Review Act ("SEQRA"), codified in Article 8 of the Environmental Conservation Law, and its implementing regulations (6 New York Codes, Rules and Regulations ["NYCRR"] Part 617). ESD is serving as the Lead Agency for SEQRA. To facilitate the redevelopment of the Project Site for the Proposed Project, ESD proposes to adopt a General Project Plan ("GPP") pursuant to the New York State Urban Development Corporation Act ("UDC Act"), which will provide an override of New York City zoning requirements to the extent necessary to support the Proposed Project.

Based on a SEQRA Full Environmental Assessment Form ("FEAF"), ESD determined the Proposed Project and certain actions related thereto, as described below (collectively, the "Proposed Actions"), to be a Type I Action per SEQRA, and that the Proposed Actions have the potential to result in at least one significant adverse environmental impact. ESD issued a Notice of Public Scoping and Intent to Prepare a DEIS for the Proposed Actions on December 19, 2022. ESD held a public scoping session on the Draft Scope of Work ("SOW"), a/k/a "scope of analysis," to prepare an Environmental Impact Statement ("EIS") on January 19, 2023.

ESD issued a Notice of Completion for the Draft Environmental Impact Statement ("DEIS") on October 20, 2023. The DEIS was filed with involved and interested agencies and made available for public review. A public hearing for the receipt of public comments on the DEIS and the GPP was held on Thursday, November 30, 2023. The public comment period remained open for 39 days after the public hearing, with comments accepted until Monday January 8, 2024.

The Proposed Project, which ESD is advancing in collaboration with New York State Homes and Community Renewal ("HCR"), is part of New York State's Vital Brooklyn Initiative, a comprehensive community development program that addresses chronic social, economic, and health disparities in Central Brooklyn. The Proposed Project envisions the comprehensive redevelopment of a site consisting of approximately 7.2 acres (the "Project Site") on the westernmost portion of the parcel located at 681 Clarkson Avenue, Brooklyn, New York 11203 (Block 4833, Lot 1), which contains the Kingsboro Psychiatric Center (referred to herein as "KPC"), operated by the New York State Office of Mental Health ("OMH") (see Figure ES-1, "Project Location"). The entire KPC site, including the westernmost portion that comprises the Project Site, is owned by the People of the State of New York acting by and through the Dormitory Authority of the State of New York ("DASNY"). The Proposed Project envisions the redevelopment of the Project Site with affordable and supportive residential housing, homeless shelters to replace those currently existing on the Site, and other uses, including community facilities, open space, related services, and a grocery store, by a development team consisting of Douglaston Development LLC; Breaking Ground Housing Development Fund Corporation; Almat Urban LLC; Andrew Velez Construction, Inc.; Jobe Development Corporation; and the Brooklyn Bureau of Community Service (collectively, the "Developer"). Following completion of environmental review of the Proposed Project and final approval of the GPP, ESD would acquire the Project Site from DASNY and reconvey it to entities controlled by the Developer. In accordance with the GPP, the Developer would develop the Project Site with approximately 1,033,039 square feet ("sf") of residential space; approximately 8,092 sf of commercial space; approximately 63,071 sf of community facility space; approximately 46 parking spaces; and 2.16 acres of publicly accessible open space. The Proposed Project would include affordable homeownership opportunities for low- and moderate-income households.

Construction of the Proposed Project is anticipated to be undertaken in three phases, with the first phase commencing in October 2025 and the final phase being completed in January 2034, with full occupancy by November 2034.

KEY FINDINGS: IMPACTS AND MITIGATION

This FEIS concludes that the Proposed Actions could result in significant adverse impacts to historic and cultural resources (architectural resources), urban design and visual resources (visual resources), transportation (traffic and bus service), and construction (traffic, bus service, and noise). The potential for a significant parking shortfall has been identified both during construction and after completion of the Proposed Project, although the *CEQR Technical Manual*, which was used to guide the analyses in this FEIS, does not consider parking shortfalls to be significant adverse impacts. In addition, a potential temporary significant adverse impact has been identified in the area of community facilities (early childhood programs).

These impacts and the respective mitigation measures identified to reduce or eliminate them are summarized below.

- As described in Chapter 4, "Community Facilities and Services," approximately 157 general affordable housing units would be introduced in Phase 1 of construction of the Proposed Project, which, based on the early childhood program multipliers provided in the *CEQR Technical Manual,* would generate approximately 28 children who would be eligible for publicly funded early childhood programs prior to the development of any on-site early childhood programming space. With the addition of these children, publicly funded early childhood programs in the study area would temporarily operate at approximately 195.9 percent utilization (an increase of approximately 9.5 percent compared to the future without the Proposed Actions ["No Action condition"]) with a shortfall of approximately 282 slots. This increase in utilization could result in a temporary significant adverse impact to early childhood programs in the study area between October 2029 (100 percent occupancy of Phase 1) and March 2033 (100 percent occupancy of Phase 2), when childcare impacts resulting from the Proposed Project would be reduced to less-than-significant levels with the introduction of space to be used for early childhood programming in the Service Employees International Union ("SEIU") facility developed in Phase 2. As described in Chapter 23, "Mitigation Measures," and Chapter 24, "Unavoidable Adverse Impacts," this temporary significant impact, if it arises, would remain unmitigated.

- As described in Chapter 7, "Historic and Cultural Resources," the Proposed Project would include the removal of buildings #6, #7, #8, #12, and #12a within the KPC campus, a State and National Registers of Historic Places ("S/NRHP")-eligible resource, to permit the construction of new buildings on the Project Site, which would result in a significant adverse impact to historic architectural resources.[1] A Memorandum of Agreement ("MOA") was executed on December 4, 2024, which outlines mitigation measures to address the adverse impact on the KPC campus (see Appendix E, "Historic and Cultural Resources – Agency Consultation"). The MOA agreed to by the Developer, ESD, HCR, and the New York State Office of Parks, Recreation, and Historic Preservation ("OPRHP"), serving as the New York State Historic Preservation Office ("SHPO"), establishes the course of action necessary for successful mitigation of the adverse impacts of the demolition of KPC buildings #6, #7, #8, #12, and #12a, in accordance with Section 106 of the National Historic Preservation Act ("NHPA"). As required by the MOA, the Developer would prepare Level II Historic American Buildings Survey ("HABS") documentation of the KPC buildings proposed for demolition, install a permanent publicly accessible display consisting of photographs and information relating to the history of the KPC, and prepare a Construction Protection Plan ("CPP") to minimize the potential effects of construction equipment-related vibration to the one existing historic resource in the S/NRHP-eligible District identified within 90 feet of the Project Site (the Area of Potential Effect ["APE"] for architectural resources), Building #29. The MOA and ESD Environmental Controls[2] would require that the CPP be submitted to SHPO for review and

[1] Additionally, SHPO requested an Alternatives Analysis to demonstrate that the buildings could not be adaptively reused, which was reviewed and accepted on June 3, 2024 (see Appendix E, "Historic and Cultural Resources – Agency Consultation").

[2] As explained in Chapter 1, "Project Description," mitigation measures identified through the SEQRA process, as well as other project commitments relating to the potential environmental impacts of the Proposed Project, may be implemented and enforced by ESD through the ESD Environmental Controls, which would include Restrictive Declarations recorded against the Project Site, the GPP, and ESD's Design Guidelines.

approval prior to any construction within 90 feet of Building #29 to ensure the integrity of Building #29 during project construction. However, as described in Chapter 24, "Unavoidable Adverse Impacts," the demolition of the existing buildings is unavoidable if the purpose and need of the Proposed Project are to be achieved, and would remain an unavoidable adverse impact to architectural resources.

- As described in Chapter 8, "Urban Design and Visual Resources," the overall size of the S/NRHP-eligible KPC campus would be reduced, which would result in a significant adverse impact to visual resources in the future with the Proposed Project. However, the Proposed Project would maintain views of the KPC campus to the east of the Project Site, introduce a new visual resource to the study area in the form of 2.16 acres of publicly accessible open space, and would only affect a portion of the KPC campus that is functionally separate from the remaining portion of the campus to the east of the Project Site. Although the Proposed Project would result in this significant adverse impact to the historic campus as a visual resource, the introduction of a new visual resource in the form of the publicly accessible open space would maintain and improve upon the character of the overall campus and complement the urban design of the surrounding area. Therefore, the Proposed Project would provide mitigation for this adverse impact to visual resources.

- As described in Chapter 10, "Hazardous Materials," the Phase I ESA and Phase II Investigation reports, included in Appendix F, "Hazardous Materials Reports" have revealed low-level on-site contamination to soil, soil vapor, and groundwater potentially attributable to fill; demolition debris; former on-site uses, including a broom and mattress shop, a laundry, a ventilator, a morgue, a carpentry and paint shop, a meat shop, a coal shed, upholstering and broom manufacturing, a sheet metal shop, an oil house, and fuel oil tanks; and/or off-site sources consisting of manufacturing and automotive repair and fueling uses. These identified contaminants at the Project Site would be addressed during construction as outlined in the Remedial Action Plan ("RAP"), which incorporates a Construction Health and Safety Plan ("CHASP") providing for community air monitoring, dust suppression, and testing, handling, and disposal of soils in accordance with applicable regulations/guidelines and requirements of the Contractor-selected disposal facility (see Appendix F). Additionally, potential exposure to contaminants identified within soil vapor at the Project Site would be addressed through installation of vapor barriers beneath the proposed buildings' foundation slabs and along vertical subgrade sidewalls as a preventive measure given that detected soil vapor concentrations do not require mitigation based on New York State Department of Health ("DOH") guidance. In addition, the RAP includes a requirement for a composite cover system comprised of concrete pavement, manufactured paving stones or bricks, asphalt pavement, building foundation slabs, or a minimum of two feet of cover soil in landscaped areas meeting applicable regulatory standards (i.e., lower of the 6 NYCRR Part 375 Restricted-Residential Use Soil Cleanup Objectives ["RRSCOs"] and Protection of Groundwater SCOs ["PGSCOs"]). The RAP requires that appropriately licensed contractors perform a comprehensive hazardous materials survey for asbestos-containing material ("ACM"), lead-based paint ("LBP"), lead-containing paint ("LCP"), and polychlorinated

biphenyls ("PCBs") and/or abatement activities for the planned demolition of the existing buildings and structures (i.e., below grade infrastructure) on the Project Site. If such materials are found, regulations regarding their abatement prior to demolition would be followed. With the implementation of these measures, the public (i.e., residents, workers, and visitors) would be safe in permanent conditions as a result of the installed vapor barriers and composite cover system, the workers and the public would be safe during construction as a result of the CHASP, and materials requiring disposal would be disposed of in a safe manner in accordance with applicable regulations. As such, the Proposed Project would not result in significant adverse impacts related to Hazardous Materials.

- As described in Chapter 14, "Transportation," the Proposed Project would result in significant adverse traffic impacts at seven study area intersections during one or more analyzed peak hours. For significant impacts identified for movements that operated as Level of Service ("LOS") E or F in the With Action condition, improvements were identified to achieve the same or reduced delays as those that would be experienced in the No Action condition. As demonstrated below, most of these impacts could be mitigated through the implementation of traffic engineering improvements, including modification of traffic signal phasing/timing and/or intersection approach lane reconfiguration. While the significant adverse impacts predicted at three intersections could be fully mitigated in all analysis periods, traffic impacts at four intersections could not be mitigated and would remain unmitigated during one or more analysis periods. The intersections that would require mitigation or for which practicable mitigation has not been identified for one or more analysis periods include:

    - Clarkson Avenue and Utica Avenue – A traffic signal timing adjustment would mitigate the PM peak hour and Saturday midday impacts. Adding a left-turn lane to the westbound direction and providing a signal timing adjustment would improve traffic operations during the AM peak hour but would not fully mitigate the adverse traffic impact.

    - Clarkson Avenue and Albany Avenue – Significant adverse impacts at this intersection during the weekday AM and PM peak hours could be mitigated by eliminating parking spaces along the west side of Albany Avenue for approximately 80 feet north and 160 feet south of Clarkson Avenue to shift the centerline to provide space for exclusive northbound and southbound left-turn lanes and by providing a traffic signal timing adjustment.

    - Clarkson Avenue and New York Avenue – Significant adverse impacts at this intersection during the weekday AM and PM peak hours could be mitigated by eliminating parking spaces along the west side of New York Avenue for approximately 80 feet north of Clarkson Avenue to shift the centerline to provide space for exclusive northbound and southbound left-turn lanes and by providing a traffic signal timing adjustment.

    - Winthrop Street and Utica Avenue – A traffic signal timing adjustment would mitigate the Saturday midday peak hour impact. Neither signal timing adjustments nor lane

reconfigurations would be able to mitigate the significant adverse traffic impact during the weekday AM and PM peak hours.

- Winthrop Street and Troy Avenue – Neither signal timing adjustments nor lane reconfigurations would be able to mitigate the significant adverse traffic impacts during the weekday AM and PM peak hours.

- Winthrop Street and Albany Avenue – Significant adverse impacts at this intersection during each analysis hour could be mitigated by eliminating parking spaces along the south side of Winthrop Street for approximately 130 feet east of Albany Avenue and along the north side of Winthrop Street for approximately 130 feet east and 80 feet west of Albany Avenue to provide space for an exclusive westbound left-turn lane. Additional mitigation would include the relocation of the nearside bus stop on the northbound Albany Avenue approach to the far side of the intersection.

- Clarkson Avenue and East 43rd Street – A traffic signal warrant analysis was performed at this intersection to determine if this existing two-way stop-controlled intersection could be converted into a signalized intersection. Findings indicate that projected peak hour volumes do not meet the Manual on Uniform Traffic Control Devices ("MUTCD") warrants for installing a traffic signal. Therefore, the traffic impact at this intersection during the weekday AM peak hour would remain unmitigated. A traffic count to prepare a signal warrant analysis would be performed after full occupancy of the Proposed Project to determine if a traffic signal is warranted for this intersection.

- As discussed in Chapter 14, "Transportation," the Proposed Project would add approximately 430, 232, 421, and 375 bus trips during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. The bus trips would be distributed across the B12, B35, B44, and B46 bus routes. This increment would result in a predicted capacity shortfall through the maximum load point on the eastbound B12 bus route during the weekday AM peak hour. As described in Chapter 23, "Mitigation Measures," these significant adverse impacts could be fully mitigated by the addition of a total of approximately three standard buses in the AM peak hour. The general policy of New York City Transit ("NYCT") is to provide additional bus service where demand warrants, taking into account financial and operational constraints. As described in Chapter 24, "Unavoidable Adverse Impacts," if additional bus service is not provided, the impact would be unavoidable.

- As described in Chapter 14, "Transportation," the Proposed Project is estimated to provide a total of 14 on-site parking spaces on the new privately-owned driveway extending from East 43rd Street and 32 on-site parking spaces on the two new privately-owned driveways extending between Albany Avenue and the driveway aligned with East 43rd Street, for a total of 46 on-site parking spaces for staff and visitors of the community facility uses. All other residents, workers, and shoppers accessing the Proposed Project by private vehicle are anticipated to use available on-street parking. Overall, the Proposed Project is projected to generate an on-street parking demand of 215, 162, and 160 parking spaces during the weekday AM, midday, and Saturday

midday peak periods, respectively. This on-street parking demand would result in a parking shortfall of 98 spaces during the weekday AM period and 80 spaces during the weekday midday period. Given that the parking demand exceeds the available on-street parking supply, the Proposed Project would result in a significant parking shortfall. Additionally, the proposed traffic mitigation measures to provide exclusive left-turn lanes would eliminate approximately 41 on-street parking spaces, of which 37 spaces would be within a quarter-mile radius walking distance of the Proposed Project. This reduction in on-street parking supply would increase the weekday early morning parking shortfall from 98 to 135 spaces and the weekday midday parking shortfall from 80 to 117 spaces.

- As described in Chapter 20, "Construction," the Proposed Project is projected to result in significant adverse traffic impacts at seven study area intersections during the 7:15-8:15 AM and 3:00-4:00 PM construction peak hours in the peak phase of combined construction and operational trips (Phase 3 -2033 Q1). As described in Chapter 23, "Mitigation Measures," the impacts at three intersections could be mitigated through the implementation of traffic engineering improvements, similar to those proposed for the With-Action condition, including modification of traffic signal phasing/timing and/or intersection approach lane reconfiguration. A traffic monitoring program would be implemented at certain intersections leading up to other peak construction periods in Phase 1 and Phase 2 to determine whether earlier implementation of mitigation measures is warranted, and where there were no feasible mitigation measures identified for construction Phase 3, to confirm that no practicable mitigation is available during earlier phases. As described in Chapter 24, "Unavoidable Adverse Impacts," the significant impacts at the remaining four intersections would remain unmitigated during one or more analysis periods.

- As described in Chapter 20, "Construction," construction-related traffic in combination with occupancy of completed Proposed Project buildings is projected to result in an on-street parking shortfall. The 2033 (Q1) peak analysis period for cumulative construction and operational parking demand would be approximately 217 and 263 spaces during the weekday AM and midday peak periods. The increase in demand for on-street parking during the 2033 (Q1) construction phase condition is greater than the projected available capacity; as a result, the peak construction condition would result in a significant parking shortfall of 96 and 178 spaces during the weekday AM and midday peak hours, respectively. As described in Chapter 23, "Mitigation Measures," the proposed traffic mitigation measures to provide exclusive left-turn lanes would eliminate approximately 37 on-street parking spaces at the two intersections within a quarter-mile walking distance from the Project Site, which would increase the parking shortfall to 133 and 215 spaces during the weekday AM and midday peak hours, respectively.

- As described in Chapter 20, "Construction," construction activities associated with the Proposed Project would result in temporarily elevated noise levels causing construction noise impacts at existing residential buildings surrounding the Project Site and at buildings that would be introduced as part of the Proposed Project. During some stages of construction, particularly work tasks such as demolition, excavation/foundation, superstructure, and exterior closure work,

activities could also result in unavoidable significant construction impacts related to noise at certain buildings that would be introduced as part of the Proposed Project. However, elevated noise levels related to construction would be relatively short-term in nature given that high-noise-intensity activities would not last for extended periods of time. As construction activities move throughout the Project Site, no one location would be impacted consistently. Once the highest noise-generating construction activities requiring equipment, such as excavators and bulldozers, are completed, noise levels from other construction activities and equipment, such as generators or front-end loaders, may occasionally still result in an exceedance of noise criteria levels; however, it is anticipated that overall construction noise levels would decrease over time.

- As described in Chapter 23, "Mitigation Measures," noise control measures that would partially mitigate significant adverse construction noise impacts, and which the ESD Environmental Controls would require the Developer to implement, are described below. Substantial noise level reductions (up to 15 A-weighted decibels ["dBA"]) associated with construction would be expected with the proposed measures. It should be noted that several constraints, such as the close proximity of construction activities and limited spaces between buildings and the construction area, would significantly limit the practicability of and the potential benefits from some measures depending on the construction activity being undertaken. The ESD Environmental Controls (as described in Chapter 23, "Mitigation Measures") would require contract specifications requiring (1) contractors to comply with all the requirements and regulations of the New York City Noise Code and U.S. Environmental Protection Agency ("EPA") noise emission standards for construction equipment; (2) devices and activities which are subject to the provisions of the New York City Noise Code to be operated, conducted, constructed, or manufactured without causing a violation of the code; and (3) all work to be conducted in compliance with the regulations set forth in the code that control noise levels due to construction work. ESD Environmental Controls would require the Developer to implement additional mitigation measures and strategies to control noise at the affected receptors, as practicable and effective. As described in Chapter 24, "Unavoidable Adverse Impacts," with the implementation of the above control measures, noise levels from construction activities and equipment may occasionally still result in an exceedance of noise criteria levels; however, it is anticipated that overall construction noise levels would decrease at all affected receptors over time.

ES.2 Project Identification

PROJECT LOCATION AND CONTEXT

The Project Site is located in the East Flatbush section of Brooklyn, New York (see Figure ES-1, "Project Location"). It comprises approximately 313,632 sf (±7.2 acres) of the KPC campus on the westernmost portion of Block 4833, Lot 1 (see Figure ES-2, "Tax Map"). The Project Site is bordered by Winthrop Street

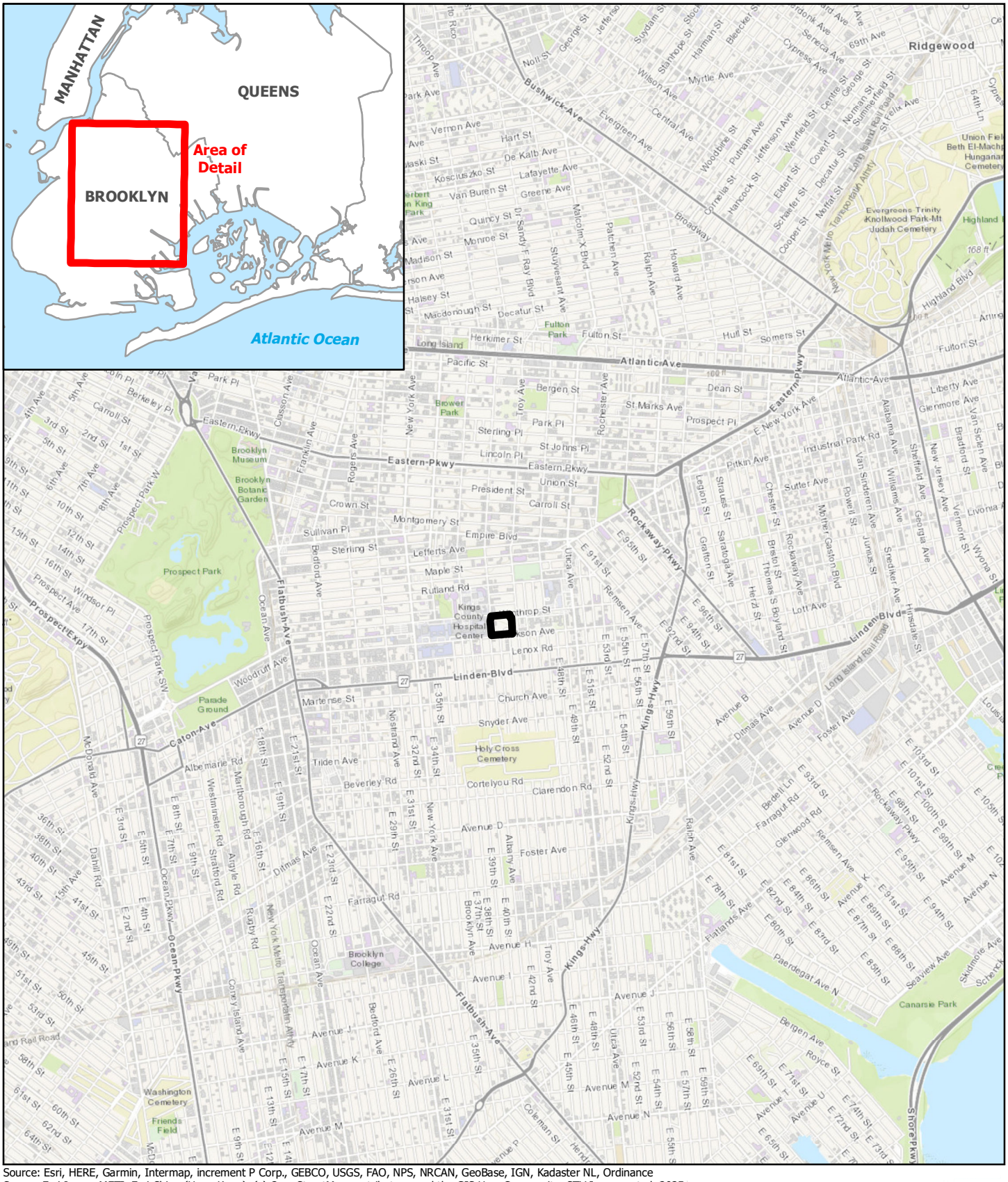
to the north, Clarkson Avenue to the south, and Albany Avenue to the west. The eastern portion of the Project Site, which does not have street frontage, adjoins the remaining portion of the KPC campus.

The KPC campus currently comprises all of Block 4833 and Block 4617, Lot 1, which is located east of Block 4833 between Winthrop Street to the north and Clarkson Avenue to the south. Properties located on the eastern side of Block 4617, comprising the entire block frontages along Utica Avenue, are privately owned and used for various commercial purposes. The portion of the campus located within the Project Site is currently surrounded by perimeter fencing and developed with five existing buildings, an internal driveway network, and landscaped areas (see Figure ES-3, "Aerial Photograph of Project Site and Vicinity"). Two of the buildings on the Project Site are utilized as single-adult men's homeless shelters: (1) Kingsboro Short Term Assessment and Referral ("STAR"), a 221-bed shelter operated by the New York City Department of Homeless Services ("NYCDHS") of the New York City Department of Social Services ("NYCDSS"); and (2) a 143-bed shelter operated by the Salvation Army (as contracted by NYCDHS) that is part of a program serving those who are mentally ill and chemically addicted ("Kingsboro MICA"). Two other buildings on the Project Site are former garages that are now utilized by OMH for storage. The final building on the Project Site is not actively utilized due to safety concerns. The central portion of the Project Site is an unmaintained vegetated area that previously contained a now-demolished KPC building. An internal chain-link fence runs north to south along an internal driveway, separating the western portion of the Project Site, which contains the two homeless shelters, from the unmaintained vegetated area and the eastern portion of the Project Site.

Access to these buildings is provided by the internal driveway network of the KPC campus that traverses Block 4833. One of these driveways is horseshoe-shaped, with entrance and egress points on Clarkson Avenue. Landscaping and overgrowth, such as trees, lawns, meadow, and bushes, are present throughout the Project Site. Wrought-iron fencing with brick columns separates the Project Site from the surrounding streetscapes of Clarkson Avenue, Albany Avenue, and Winthrop Street. The Project Site's eastern edge is defined by chain-link fencing separating it from the remainder of the KPC campus on the same block.

The portion of the KPC campus outside of the Project Site comprises the eastern portion of Block 4833, Lot 1 and the entirety of Block 4617, Lot 1. This portion of the campus includes 18 buildings, an internal driveway network, landscaped areas, and surface parking facilities which, collectively, serve as the KPC, providing psychiatric care to people with serious mental illness. The KPC provides comprehensive care, including crisis residence for discharged patients, transitional residences, and family care programs.

The Project Site is located among a large concentration of healthcare institutions in Brooklyn, including Kingsbrook Jewish Hospital, Kings County Hospital, the State University of New York ("SUNY") Downstate Hospital, and KPC (which currently operates and will continue to operate on the remainder of the KPC campus, east of the Project Site). Residential neighborhoods developed with attached and semi-detached residences, as well as some multifamily buildings, are located to the north and south of the Project Site.



Source: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordinance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community; STV Incorporated, 2025.

N

0 0.5 1 Mile

Project Site

Figure ES-1

PROJECT LOCATION

KPC Mixed-Use Project

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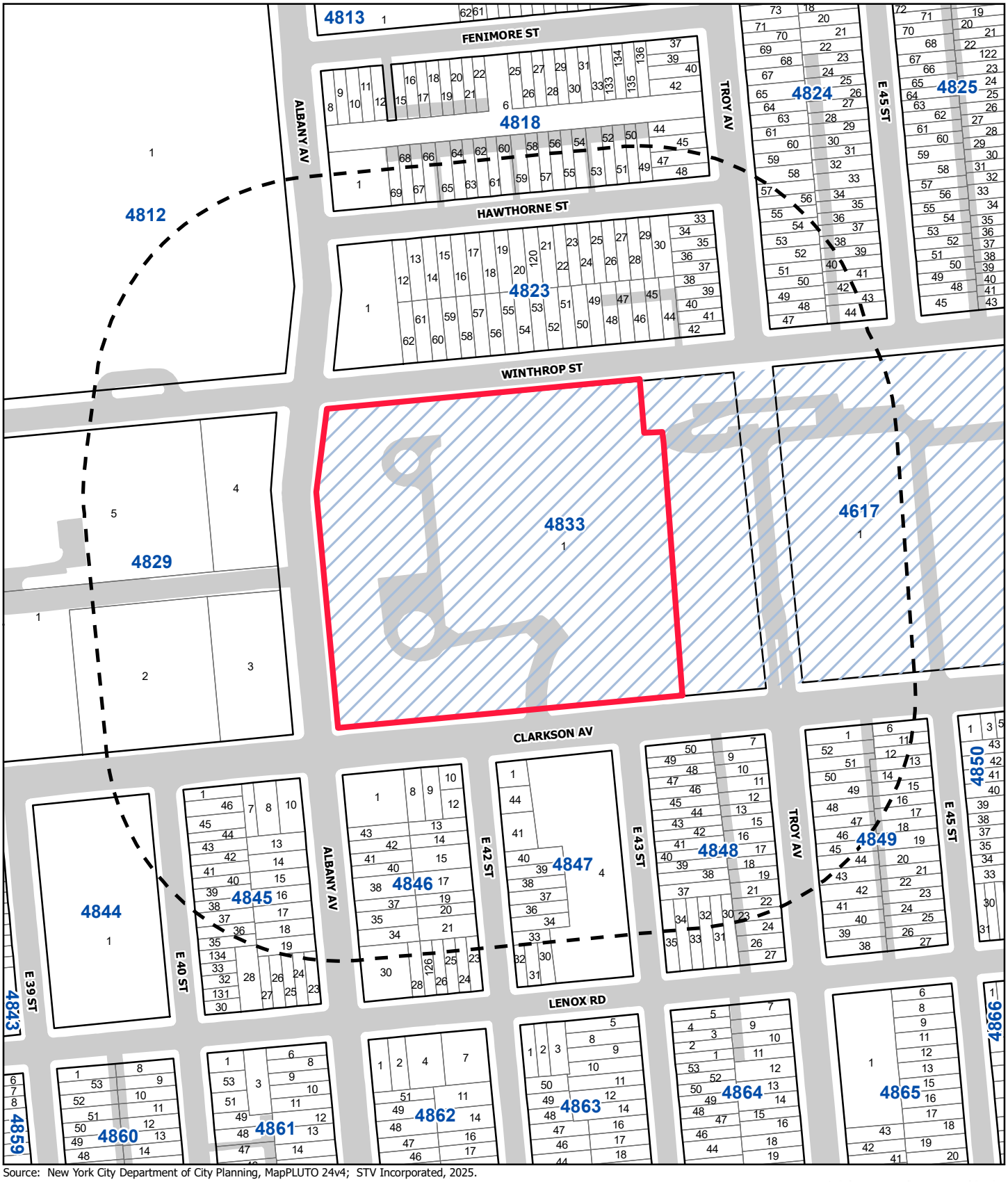


Source: New York City Department of City Planning, MapPLUTO 24v4; STV Incorporated, 2025.

N

0 200 400 Feet

Figure ES-2

TAX MAP

- Project Site
- 400-ft Study Area
- Kingsboro Psychiatric Center ("KPC") Campus
- 9 Tax Lot
- **9** Tax Block

KPC Mixed-Use Project

NEW YORK STATE OF OPPORTUNITY. Empire State Development

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/AirBus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community; STV Incorporated, 2025.

N

0 100 200 Feet

Project Site

Kingsboro Psychiatric Center ("KPC") Campus

Figure ES-3

AERIAL PHOTOGRAPH OF PROJECT SITE AND VICINITY

KPC Mixed-Use Project

NEW YORK STATE OF OPPORTUNITY. Empire State Development

PROPOSED DEVELOPMENT PROGRAM

ESD proposes to acquire title to the Project Site from DASNY and reconvey it to the Developer for its redevelopment as affordable housing, supportive housing, shelters, and other uses. The redevelopment would be undertaken in accordance with a GPP that ESD would affirm under the UDC Act.

The Proposed Project would provide up to approximately 1,033,039 sf of residential space (including approximately 1,081 new units of affordable housing, of which approximately 9 percent would be homeownership units, and two new state-of-the-art single-adult men's homeless shelters, which would fully replace the existing 364 beds currently available at the Project Site); approximately 8,092 sf of commercial space (a grocery store); approximately 63,071 sf of community facility space (including an SEIU facility, an emergency food provider, a ballet studio, steel pan drum equipment storage, and resident social service space); approximately 46 parking spaces, and 2.16 acres of publicly accessible open space. The publicly accessible open space would include approximately 0.22 acres of active open space (comprising a play area and walking circuit) and approximately 1.94 acres of passive open space (comprising a recreation lawn, pedestrian walkways with integrated seating, a promenade and pavilion, a garden area, plantings, and a publicly accessible community garden). All publicly accessible open space would be developed by the completion of Phase 2 of construction, though the portion of the pedestrian walkway north of the pavilion and directly south of and adjacent to Building #1c is expected to be substantially complete in Phase 1 (see Figures ES-4a, "Site Plan – Overview," ES-4b, "Site Plan – Open Space Detail," and ES-5a – ES-5c, "Project Rendering") (see Table ES-1, "Proposed Development Program by Phase").

The Proposed Project would provide a subsidy to facilitate affordable homeownership opportunities for low- and moderate-income households. The subsidy would allow purchasers to build equity over time, while preserving affordability for future generations. All homeownership units would be affordable to households earning from 40 to 80 percent of the area median income ("AMI") and reflect a mix of household sizes, including larger families.

The GPP would require that 100 percent of the approximately 1,081 residential units developed as part of the Proposed Project be income-restricted, with all units affordable to households earning from 40 to 80 percent of the AMI. The GPP would require that approximately 337 units would be set aside for senior citizens earning up to 50 percent of the AMI. The GPP would require the provision, within the overall 1,081 units, of a total of approximately 308 supportive housing units, as follows: approximately 90 units would be set aside specifically for the chronically homeless, approximately 167 units would be designated for those with behavioral health concerns (i.e., serious mental illness), approximately 51 units would be designated for young adults / youths (see Table ES-2, "Proposed Affordable Housing Types and Number of Units").

Table ES-1: Proposed Development Program by Phase

Phase	Building	Land Use	Use Detail	Area (SF)	Resid. Units	Parking Spaces	Open Space (Acres)	Construction Period	Full Occupancy
1	1a[1]	Residential	Single-adult men's homeless shelter	67,081	-	-	-	2025 - 2028	2029
	1b[1]	Residential	Single-adult men's homeless shelter	74,636	-	-	-		
		Loading area	Food delivery; garbage collection	1,100	-	-	-		
	1c	Community Facility[2]	Ballet studio	10,500	-	-	-		
			Resident Social Service Space	9,016					
		Residential	Supportive and general low-income housing	184,142	218	-	-		
	1d	Residential	Supportive and general low-income housing	72,579	69	-	-		
			Resident Social Service Space	6,258					
	Parking					14	-		
2	2a	Community Facility	Emergency food provider	6,493	-	-	-	2029 - 2032[3]	2033
			Resident Social Service Space	4,842					
			Steel Pan Drum Equipment Storage	660	-	-	-		
		Residential	Supportive and general low-income housing	149,687	178	-	-		
	2b	Community Facility	Resident Social Service Space	3,917	-	-	-		
		Commercial	Neighborhood oriented grocery store	8,092					
		Residential	Supportive and general low-income housing	149,940	178				
	2c	Community Facility	Service Employees International Union center	21,384	-	-	-		
		Residential	Senior housing	232,756	337	-	-		
		Open Space	Publicly accessible open space	-	-	-	2.16		
3	3a	Residential	Low-income home ownership	48,419	53	-	-	2031 - 2034	2034
	3b	Residential	Low-income home ownership	53,799	48	-	-		
	Parking					32			
			TOTAL	**1,105,301**	**1,081**	**46**	**2.16**		

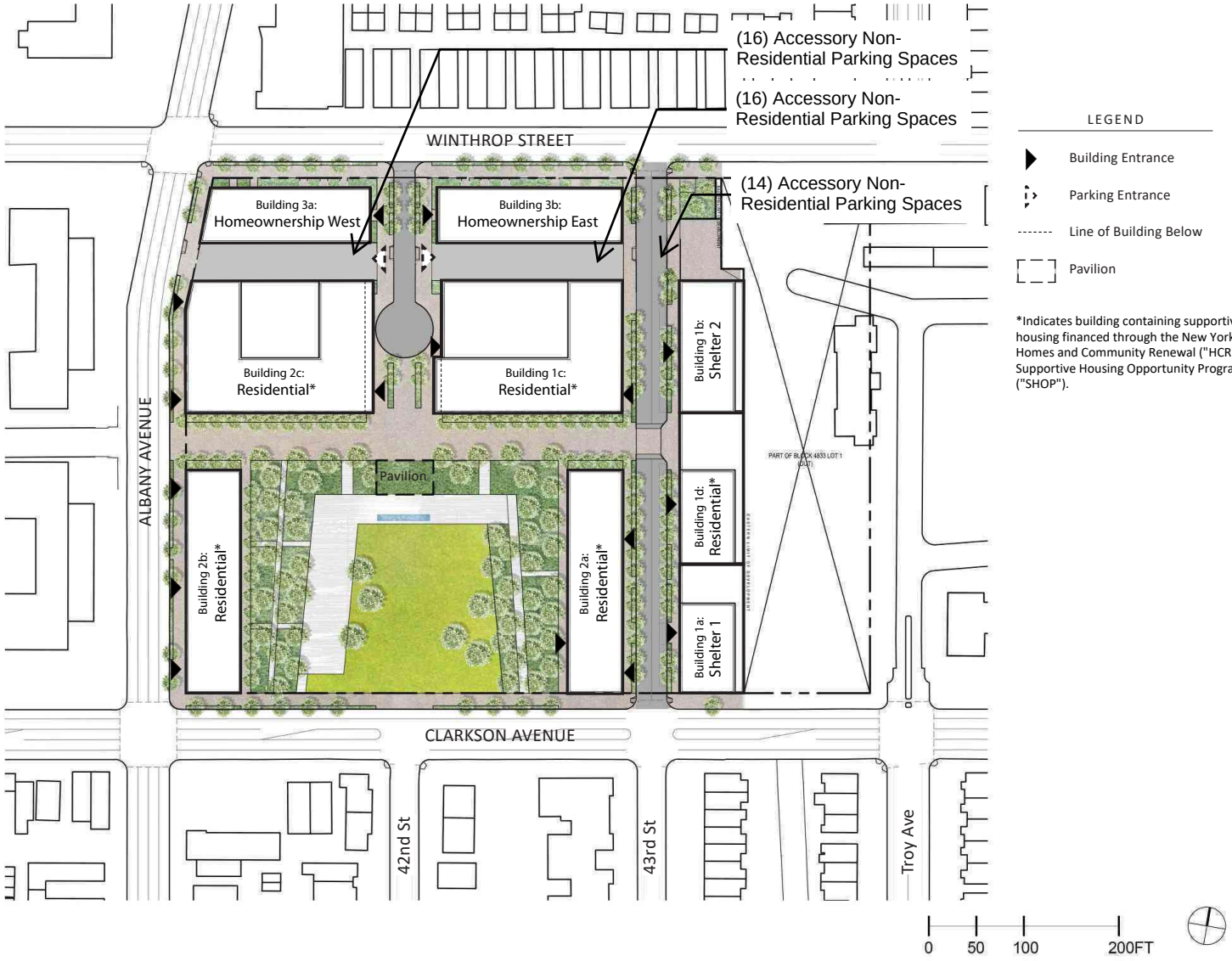
[1] Buildings #1a and #1b would comprise single-adult men's shelter facilities which collectively would provide 364 shelter beds (approximately 182 beds in each), replacing the existing 364 shelter beds provided by the two single-adult men's shelter facilities currently operating on the Project Site.

[2] Community facility space includes resident social service space (e.g., storage, computer room, etc.) that is intended to be used by residents of the Proposal Project.

[3] Phase 2 heavy construction activity would be complete by December 2031, with final landscaping activities extending into 2032.

Source: Douglaston Development, 2024.

Proposed Site Plan



Note - Figure has been modified since the Publication of the Draft Environmental Impact Statement published in October 2023.

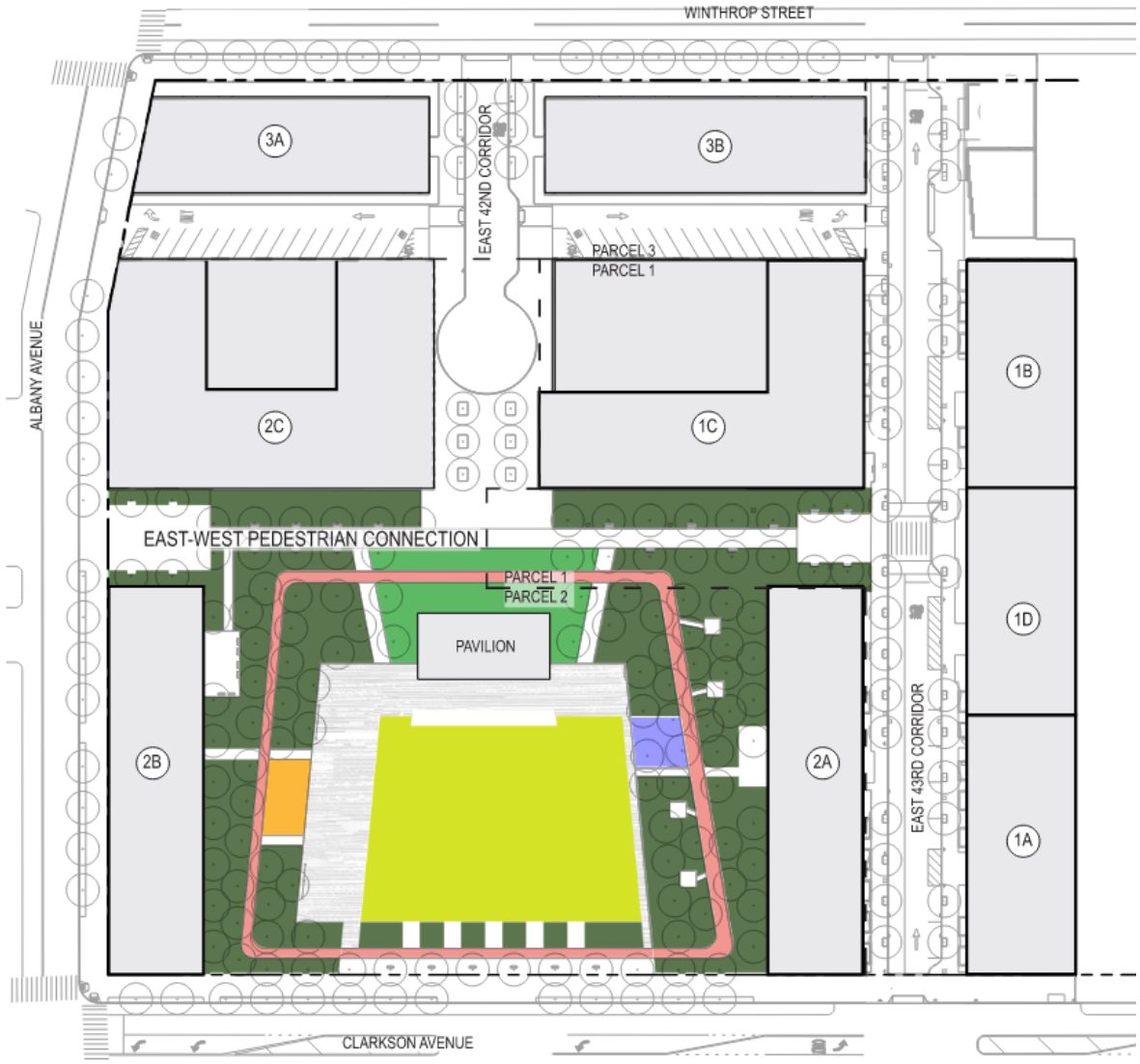
Source: Douglaston Development, 2024.

Figure ES-4a

SITE PLAN-OVERVIEW

KPC Mixed-Use Project

NEW YORK STATE OF OPPORTUNITY. Empire State Development



LEGEND

- PARCEL BOUNDARY
- PROPERTY LINE
- (#) PARCEL DESIGNATION

OPEN SPACE LEGEND

- PLANTING
- RECREATION LAWN
- PROMENADE
- WALKING CIRCUIT
- GARDEN
- PLAY AREA
- COMMUNITY GARDEN

Note:

* Elements of public space (including trees, paving and other improvements) are illustrative. Exact layout and improvements are permitted to change.

Source: Douglaston Development, 2024.

Note - Figure is new to the Final Environmental Impact Statement.

Figure ES-4b

SITE PLAN-OPEN SPACE DETAIL

KPC Mixed-Use Project

NEW YORK STATE OF OPPORTUNITY. Empire State Development

Source: Douglaston Development, 2024.

For illustrative purposes only

Figure ES-5a

PROJECT RENDERING

KPC Mixed-Use Project

NEW YORK STATE OF OPPORTUNITY. Empire State Development

Source: Douglaston Development, 2024.

For illustrative purposes only

Figure ES-5b

PROJECT RENDERING

KPC Mixed-Use Project

NEW YORK STATE OF OPPORTUNITY. Empire State Development

Source: Douglaston Development, 2024.

For illustrative purposes only

Figure ES-5c

PROJECT RENDERING

KPC Mixed-Use Project

NEW YORK STATE OF OPPORTUNITY. Empire State Development

Table ES-2: Proposed Affordable Housing Types and Number of Units

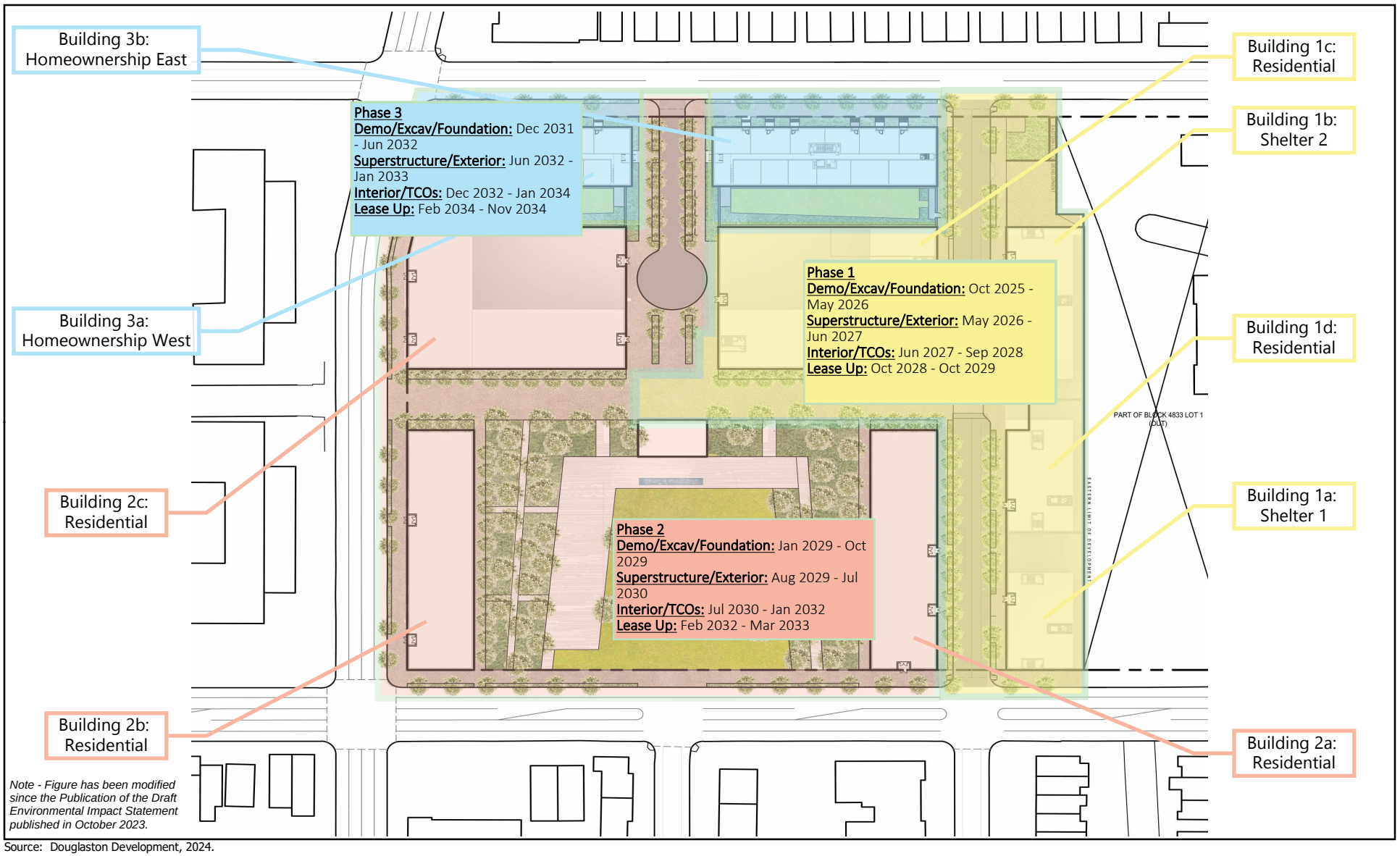
Affordable Housing Types	Number of Units
General Housing	
General Population	436
Senior Citizen	337
Supportive Housing	
Chronically Homeless	90
Behavioral Health (SMI)	167
Young Adults / Youths	51
Grand Total	**Approx. 1,081**

Source: Douglaston Development, 2024.

All Proposed Project buildings would employ exclusively electric heating, ventilation, and air conditioning ("HVAC") systems and passive house design. Accordingly, the buildings would reduce electrical consumption through the use of energy recovery ventilation and air-tight building envelopes.

The Proposed Project would create four new publicly accessible, privately owned driveways. One would be a one-way private driveway aligned with East 43rd Street, with an entrance on Clarkson Avenue and exit on Winthrop Street. Another would be a 200-foot-long two-way cul-de-sac driveway, with one entrance and exit located on Winthrop Street. Two additional driveways, both with angled parking, would be accessed via the southern end of the publicly accessible, privately owned cul-de-sac driveway: one along a westbound driveway extending between the cul-de-sac driveway and Albany Avenue, and another along an eastbound driveway connecting the cul-de-sac driveway with the driveway aligned with East 43rd Street.

It is anticipated that construction would be undertaken in three phases, with the first phase commencing in October 2025, and the final phase completed in January 2034, with full occupancy expected by November 2034. For the purposes of applicable EIS analyses, the estimated schedule for construction phasing and occupancy is presented in Table ES-3, "Construction Phasing Plan," based on typical construction timelines (see Figure ES-6, "Phasing Site Plan"). The two existing single-adult men's homeless shelters would remain in operation during construction of the new shelter facilities during Phase 1. Prior to the demolition of the existing shelter structures, all services provided in existing shelter facilities would be relocated into the new shelter facilities located on the Project Site, serving the same number of residents.



Source: Douglaston Development, 2024.

Figure ES-6

PHASING SITE PLAN

NEW YORK STATE OF OPPORTUNITY. Empire State Development

Table ES-3: Construction Phasing Plan

Phase	Start of Construction (including demolition)	Completion of Construction	100 Percent Occupancy
Phase 1	October 2025*	September 2028	October 2029
Phase 2	January 2029	January 2032	March 2033
Phase 3	December 2031	January 2034	November 2034
*NOTE: The two existing single-adult men's homeless shelters would remain in operation during construction of the new shelter facilities. Prior to the demolition of the existing shelter structures, all services provided in existing shelter facilities would be relocated into the new shelter facilities located on the Project Site, serving the same number of residents.			

Source: Douglaston Development, 2024.

ES.3 Purpose and Need

The Proposed Actions (defined in Section ES.4, "Required Approvals") would facilitate the construction of affordable housing in a significantly underserved area, the East Flatbush section of Brooklyn, New York. The proposed acquisition, sale, and redevelopment of the Project Site would facilitate the reuse of substantially underdeveloped acreage to provide affordable housing, including supportive housing, as well as housing for senior citizens. The Proposed Project would provide new state-of-the-art facilities to serve the residents and programs of the two existing single-adult men's homeless shelters that would be replaced.

The Proposed Project is part of New York State's Vital Brooklyn Initiative, a New York State community development initiative that leverages State programs and resources to improve health and wellness in Central Brooklyn. It would also improve economic opportunities in East Flatbush, which has long suffered from disinvestment and marginalization that have hindered the well-being of its residents. Residents experience measurably higher-than-average rates of obesity, diabetes, and high blood pressure, limited access to healthy foods and opportunities for physical activity; and higher-than-average rates of unemployment and poverty.[3,4,5] The Proposed Project seeks to ameliorate these conditions by creating a health-centered community that provides open space, walkable access to fresh food, and proximity to a large concentration of healthcare infrastructure (Kingsbrook Jewish Hospital, Kings County Hospital, SUNY Downstate Hospital, and KPC). Furthermore, the Project would provide up to approximately 389 permanent jobs. As such, the Proposed Project would provide affordable housing to an underserved

[3] Northwell Health (2016), *The Brooklyn Study: Reshaping the Future of Healthcare Restructuring and investing in healthcare delivery in the communities of central and northeastern Brooklyn.* https://www.northwell.edu/sites/northwell/files/20830-Brooklyn-Healthcare-Transformation-Study_0.pdf

[4] New York City Department of Health and Mental Hygiene ("NYCDOHMH") Community Health Profiles 2018: South Crown Heights and Lefferts Gardens. https://www.nyc.gov/assets/doh/downloads/pdf/data/2018chp-bk9.pdf

[5] New York City Department of Parks and Recreation; New York State Office of Parks, Recreation, and Historic Preservation; PLUTO; NYU Furman Center, 2017. https://app.coredata.nyc/?mlb=false&ntii=prox_park_pct&ntr=Community%20District&mz=14&vtl=https%3A%2F%2Fthefurmancenter.carto.com%2Fu%2Fnyufc%2Fapi%2Fv2%2Fviz%2F98d1f16e-95fd-4e52-a2b1-b7abaf634828%2Fviz.json&mln=true&mlp=true&mlat=40.663984&ptsb=&nty=2017&mb=roadmap&pf=%7B%22subsidies%22%3Atrue%7D&md=table&mlv=false&mlng=-73.95154&btl=Borough&atp=neighborhoods

portion of Brooklyn, including supportive housing and housing for senior citizens, and improve wellness and economic opportunities as part of the Vital Brooklyn Initiative.

ES.4 Required Approvals

The Proposed Project is expected to require the following discretionary actions and approvals, which collectively comprise the Proposed Actions:

- ESD adoption and affirmation of a GPP pursuant to the UDC Act, including possible overrides of the New York City Zoning Resolution ("ZR") to the extent necessary to support the implementation of the Proposed Project. ESD also would establish Design Guidelines (the "Design Guidelines") for the Proposed Project that would address, among other considerations, the use, bulk, and dimensional parameters that would be applied in lieu of zoning. The Proposed Project would be required to comply with the Design Guidelines.
- DASNY subdivision of Block 4833, Lot 1, for disposition and conveyance of the Project Site to ESD.
- ESD acquisition of the Project Site from DASNY and subsequent reconveyance of the Project Site to the Developer.
- Possible funding and/or financing from the following:
    - HCR,
    - OMH,
    - New York City Department of Housing Preservation and Development,
    - New York City Housing Development Corporation, and
    - NYCDHS.
- NYCDHS would award contracts to the Developer to operate shelter facilities.
- Termination, release, modification, and/or acquisition of a deed restriction in favor of the City of New York in a 1914 deed from the City to the State of New York for the current KPC campus site.
- Approval by the New York State Public Authorities Control Board ("PACB") of ESD's proposed acquisition and disposition of the Project Site.

ES.5 Analysis Framework

METHODOLOGY

Because the Proposed Actions would result in development in New York City, this EIS is prepared following the format of the New York *City Environmental Quality Review ("CEQR") Technical Manual,* and EIS analyses are informed by the guidance of the *CEQR Technical Manual.* In this way, the Proposed Actions

may be assessed in a manner that appropriately reflects the urban conditions and setting of the Project Site.

ALTERNATIVES

The alternative to the Proposed Actions considered in this EIS is the No Action alternative, which considers the Proposed Project Site but without any significant change from existing conditions.

The Future With the Proposed Actions ("With Action" Condition)

Except where otherwise noted in methodologies of respective technical analyses, as described herein, most EIS analyses are performed for the analysis year 2034, when the Proposed Project is anticipated to be complete and fully occupied. The future with the Proposed Actions, or "With Action" condition, is described above in the discussion of the proposed land use improvements and the mixed-use project on the Project Site.

The Future Without the Proposed Actions ("No Action" Condition)

As noted previously, EIS analyses for the Proposed Actions are performed for the 2034 analysis year (except where otherwise noted herein). The EIS assesses the potential for the Proposed Actions to result in significant adverse impacts by comparing conditions anticipated in 2034 with the Proposed Project fully constructed and occupied (the "With Action" condition or "Build" condition) to conditions otherwise expected in 2034 without the Proposed Actions (the "No Action" condition or "No Build" condition).

In the absence of the Proposed Actions, no "as-of-right" development is anticipated on the Project Site. Therefore, this EIS assumes that the physical condition of the Project Site in 2034 without the Proposed Actions generally would resemble existing conditions, with continued operation of the two existing single-adult men's shelters and no new development on the Project Site, plus additional off-site projects (e.g., not on the same lot as the Project Site) currently identified by the New York City Department of City Planning ("NYCDCP") Zoning Application Portal ("ZAP") and the New York City Department of Buildings ("NYCDOB") job application permits database, as described in the methodology sections of the relevant EIS chapters.

ES.6 Probable Impacts of the Proposed Project

Land Use, Zoning, and Public Policy

The Proposed Project would not result in significant adverse land use, zoning, or public policy impacts. The Proposed Project would introduce development consistent with surrounding uses, providing a mix of

affordable housing as well as new state-of-the-art facilities to serve the residents and programs of the two existing single-adult men's homeless shelters.

The Proposed Project includes an override of New York City zoning implemented through ESD's adoption of a GPP that would be limited to the Project Site. The Proposed Project would not result in direct off-site changes to land use or zoning. In addition, the Proposed Project would be consistent with relevant policies reflected in State and City laws and published policy documents.

Socioeconomic Impacts

The Proposed Project would not 1) result in substantial direct changes to existing residential populations, 2) displace employees or businesses, 3) result in new development that differs markedly from the surrounding neighborhood, 4) create retail concentrations that may draw a substantial amount of sales from existing businesses within the study area, or 5) affect conditions in a specific industry. Therefore, per *CEQR Technical Manual* guidance, a detailed analysis of potential impacts to socioeconomic conditions is not warranted. Residential units developed as part of the Proposed Project would be income-restricted, with all units affordable to households earning from 40 to 80 percent of the AMI and, therefore, would meet part of the need for affordable housing in the study area.

In addition, the Proposed Project would also serve populations with specific needs that can limit access to affordable housing, as approximately 337 units (or 31 percent) would be set aside specifically for general housing for income-eligible senior citizens, while approximately 308 units (or 28 percent) would be designated as supportive housing for the chronically homeless, those with behavioral health concerns (i.e., serious mental illness), young adults / youths.

Community Facilities

The Proposed Project would not result in any direct effects to community facilities. The Proposed Project would result in the redevelopment of a portion of property that is currently part of the KPC campus, not publicly accessible, and currently occupied by two single-adult men's homeless shelters (which would be demolished and replaced with two new state-of-the-art shelter facilities as part of the Proposed Project with no interruption in service).

The Proposed Project would introduce approximately 63,071 sf of community facility space (an SEIU facility, an emergency food provider, a ballet studio, steel pan drum equipment storage, and a social service space), which would serve residents of the Proposed Project development, as well as the surrounding community. The Proposed Project would not result in any significant adverse impacts to police, fire, or health care services. The Proposed Project would not result in direct effects to any New York City Police Department ("NYPD") precinct house or any New York City Fire Department ("FDNY") command center.

Public Schools

The Proposed Project would introduce approximately 1,081 residential units to the Community School District ("CSD") 18, Sub-District 1 study area. As described in Chapter 1, "Project Description," approximately 645 of the residential units would be dedicated to senior citizens and supportive housing and, therefore, are not expected to house school children. Therefore, the analysis of public schools considers the potential for indirect impacts to public schools resulting from increased student population attributable to the approximately 436 non-senior and non-supportive housing units that would be introduced by the Proposed Project. Based on the New York City School Construction Authority's ("NYCSCA") 2019 Housing Multipliers, the Proposed Project would generate approximately 57 elementary students, approximately 35 intermediate students, and approximately 22 high school students. Therefore, per the guidance of the *CEQR Technical Manual*, the number of high school students that would be introduced by the Proposed Project would be below the threshold for detailed analysis (150 or more students); however, since the numbers of elementary and intermediate students that would be introduced as a result of the Proposed Project would exceed the threshold of 50 or more elementary/intermediate school students (total of elementary and intermediate), a detailed analysis of potential significant adverse impacts to public elementary and intermediate schools is warranted.

The *CEQR Technical Manual* states that a significant adverse impact may occur if a proposed project would result in both of the following conditions: (1) a utilization rate of the elementary/intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the future with the Proposed Actions condition; and (2) 100 or more new students generated from the proposed development past the 100 percent utilization rate. With a surplus of approximately 2,157 elementary school seats, the utilization of CSD 18, Sub-District 1 elementary schools is projected to be under capacity in the future with the Proposed Actions. The utilization rate of elementary schools in CSD 18, Sub-District 1 is projected to be 47.4 percent, well below 100 percent. Therefore, per the guidance of the *CEQR Technical Manual*, there would be no significant adverse impact to public elementary schools. With a surplus of approximately 1,753 intermediate school seats, the utilization of CSD 18, Sub-District 1 intermediate schools is projected to be under capacity in the future with the Proposed Actions. The utilization rate of intermediate schools in CSD 18, Sub-District 1 is projected to be 38.0 percent, well below 100 percent. Therefore, per the guidance of the *CEQR Technical Manual*, there would be no significant adverse impact to public intermediate schools. The Proposed Project is anticipated to introduce fewer than 150 high school students; therefore, a detailed analysis of potential impacts to high schools is not warranted.

Early Childhood Programs

Although the Proposed Project would not result in any direct displacement or alteration to early childhood programs, it would result in the addition of income-eligible children under age five based on the number of general affordable housing units added as part of the Proposed Project. Based on the early childhood program multipliers provided in the *CEQR Technical Manual*, the Proposed Project, which would develop 100 percent income-restricted housing with all units affordable to households earning between 40 and

80 percent AMI, would generate approximately 78 children who would be eligible for publicly funded early childhood programs. With the addition of these children, based on existing and anticipated capacity in the study area in the future without the Proposed Actions, publicly funded early childhood programs in the study area would operate at approximately 212.9 percent utilization with a shortfall of approximately 332 slots in the future with the Proposed Actions. The collective demand for study area early childhood programs would increase approximately 26.5 percent from approximately 186.4 percent of capacity in the future without the Proposed Actions to approximately 212.9 percent with the Proposed Project.

According to the *CEQR Technical Manual*, significant adverse impacts to publicly funded early childhood programs may occur with a proposed project that would result in a collective utilization rate greater than 100 percent, and a utilization rate that is at least five percent greater than the utilization rate without the Proposed Project, requiring consideration of mitigation. A portion of the SEIU facility space developed as part of the Proposed Project would comprise a 5,000-sf space to be used for early childhood programming. This facility could accommodate up to approximately 166 children based on an assumption of 30 sf per child, the minimum recommended space required according to NYC Health Code Article 47. The ESD Environmental Controls governing the use of the Project Site would require that the Developer consult with the New York City Department of Education ("NYCDOE") with respect to actual utilization and demand in the study area for publicly funded early childhood programs prior to completion of Phase 2. The Developer's lease with SEIU would require SEIU to diligently pursue funding for income-eligible early childhood programs. If funding to support the need for publicly funded early childhood programs identified by NYCDOE, if any, is not obtained at the completion of Phase 2, then the ESD Environmental Controls would require a portion of the SEIU space to be leased or sub-leased to a publicly funded early childhood program provider to eliminate any shortfall then anticipated as a result of the Proposed Project and thereby avoid impacts to early childhood programs after completion of Phase 2.

The early childhood program space developed as part of the SEIU facility would be developed as part of Phase 2 of construction (see Chapter 1, "Project Description," for a detailed construction schedule). Approximately 157 general affordable housing units would be introduced in Phase 1 of construction of the Proposed Project, which, based on the early childhood program multipliers provided in the *CEQR Technical Manual,* would generate approximately 28 children who would be eligible for publicly funded early childhood programs prior to the development of any on-site early childhood programming space. With the addition of these children, publicly funded early childhood programs in the study area would temporarily operate at approximately 195.9 percent utilization (an increase of approximately 9.5 percent compared to the No Action condition) with a shortfall of approximately 282 slots. This increase in utilization could result in a temporary significant adverse impact to early childhood programs in the study area between October of 2029 (100 percent occupancy of Phase 1) and March of 2033 (100 percent occupancy of Phase 2), when childcare impacts resulting from the Proposed Project would be reduced to less-than-significant levels with the introduction of space to be used for early childhood programming in the SEIU facility developed in Phase 2.

Parents of eligible children are not restricted to enrolling their children in early childhood programs in a specific geographic area and could use the NYCDOE voucher system to make use of public and private providers beyond the study area. In addition, several factors may limit the number of children in need of publicly funded early childhood programs in the study area NYCDOE facilities. For example, families in the study area could make use of alternatives; there are slots at private homes licensed to provide family child care or parents of eligible children could use the NYCDOE vouchers to finance care at private early childhood programs. Finally, the voucher system could spur the development of new early childhood programs or expanded capacity in existing programs to meet the need of eligible children that would result from the increase in the low- to moderate-income housing units in the area in the future with the Proposed Actions condition.

It should also be noted that the NYCDOE's "3-K for All" and "Pre-K for All" programs were established in 2014. There are numerous "3-K for All" program centers located within the study area. However, consistent with the methodologies outlined in the *CEQR Technical Manual*, these facilities have not been included in the quantitative analysis.

With the provision of early childhood program space for income-eligible children at the proposed SEIU facility, the Proposed Project would not result in a permanent significant adverse impact to early childhood programs in the study area. A temporary significant adverse impact to early childhood programs could occur following the completion and occupancy of Phase 1 in October of 2029 and prior to the development of early childhood programs space at the proposed SEIU facility in Phase 2, anticipated to occur in March of 2033.

Public Libraries

The analysis concludes that the Proposed Project would not result in a significant adverse impact to public libraries. Based on a total of approximately 1,081 units and an average household size of 2.48, the Proposed Project is projected to add a total of approximately 2,681 new residents to the Crown Heights Library catchment area population.[6] This is a projected increase in population from approximately 165,436 to 168,117 residents, which represents an approximate two percent increase, below the five percent threshold cited in the *CEQR Technical Manual* to constitute a significant adverse impact. However, the holdings-per-resident ratio in the study area in the With Action condition is projected to decrease from a ratio of approximately 0.26 to approximately 0.25.

Per the guidance of the *CEQR Technical Manual*, a proposed project may result in a significant adverse impact to public libraries if the proposed project would increase a library catchment area population by five percent or more, compared to the conditions in the future without the Proposed Actions, and if this increase would be expected to impair the delivery of library services in the study area. It should be noted that residents of the Crown Heights Library catchment area and the Proposed Project would have access

[6] The average household size for Kings County according to 2018-2022 ACS 5-Year Estimates.

to all Brooklyn Public Library ("BPL") system materials from other branches and could have volumes delivered directly to their nearest library. There are also several other nearby BPL branches, including the Rugby Library, the Flatbush Library, and the Eastern Parkway Library located approximately three-quarters of a mile, approximately 1.1 miles, and approximately 0.84-miles northeast from the Project Site, respectively. The Crown Heights Library catchment area overlaps with the Rugby Library, Flatbush Library, and Eastern Parkway Library catchment area populations. Because the Crown Heights Library is closer to the Project Site (0.60 miles), it is presumed that residents of the Proposed Project would be more likely to patronize that location rather than the Rugby Library. Therefore, to provide a conservative analysis, the Crown Heights Library was used in the quantitative analysis. Although Rugby and Flatbush libraries are not accounted for in the quantitative analysis, they serve portions of the study area population. In addition, BPL offers over 500,000 books, magazines, and audiobooks that can be accessed electronically. Therefore, there are more library resources available to the study area than are reflected in this quantitative analysis.

A consultation email was sent to BPL on January 18, 2023 and a subsequent letter sent on September 3, 2024; responses were received on February 3, 2023 and September 16, 2024, respectively (see Appendix D, "Community Facilities – Agency Consultation"). BPL provided Crown Heights Library holdings, Fiscal Year ("FY") 2024 statistics on visits, programs, material circulation, and computer and Wi-Fi sessions, as well as the number of new library cards created.

Health Care Facilities

The Proposed Project would not result in direct effects to any health care facilities and the Proposed Project would not create a sizeable new neighborhood where none existed before; therefore, per the guidance of the *CEQR Technical Manual*, a detailed analysis of potential impacts to health care facilities is not warranted. However, for informational purposes, a description of existing health care facilities serving the Project Site is presented herein.

The *CEQR Technical Manual* recommends a detailed analysis of indirect impacts on health care facilities in cases where a proposed project would create a sizeable new neighborhood where none existed before. As described in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Project would develop the Project Site within an existing neighborhood, and in a manner that would be consistent with surrounding uses, providing a mix of affordable housing as well as new state-of-the-art facilities to serve the residents and programs of the two existing single-adult men's homeless shelters. As described above, the Proposed Project would construct approximately 63,071 sf of community facility space (including an SEIU facility, an emergency food provider, a ballet studio, steel pan drum equipment storage, and social service space). The Proposed Project would not create a sizeable new neighborhood where none existed before.

The *CEQR Technical Manual* states that health care facilities include public, proprietary, and nonprofit facilities that accept government funds (usually in the form of Medicare and Medicaid reimbursements)

and that are available to any member of the community. Examples of these types of facilities include hospitals or public health clinics.

Several health care facilities are located within a half-mile radius of the Proposed Project. Kings County Hospital Adult Clinic is located at 410 Winthrop Street and is approximately a half-mile from the Project Site. Kings County Hospital Center is located at 451 Clarkson Avenue and is approximately a half-mile from the Project Site. University Hospital of Brooklyn ("UHB") is located at 445 Lenox Road and is approximately 0.4 miles from the Project Site. UHB Family Health Services is located at 840 Lefferts Avenue and is approximately 0.8 miles from the Project Site.

Police and Fire Services

The Proposed Project would not result in direct effects to any NYPD precinct house or any FDNY command center and the Proposed Project would not create a sizeable new neighborhood where none existed before. Therefore, per the guidance of the *CEQR Technical Manual*, a detailed analysis of potential impacts to police and fire services is not warranted. However, for informational purposes, a description of existing police and fire services serving the Project Site is presented herein.

The Project Site is served by the 71st Precinct of the NYPD, located at 421 Empire Boulevard, approximately 1.2 miles northwest of the Project Site (see Figure 4-2, "Police Precincts and Fire Companies"). The 71st Precinct encompasses the southern portion of Crown Heights, Wingate, and Prospect Lefferts Gardens. The 71st Precinct borders the eastern boundary of Prospect Park.

The NYPD uses historical data to provide a perspective into crime statistics and trends. Compared with 2001, in 2023 the 71st Precinct experienced an approximately 59 percent decrease in seven of the major felony offense categories (murder, rape, robbery, felony assault, burglary, grand larceny, and grand larceny of a motor vehicle).[7]

During structural fires, FDNY engine companies perform fire suppression efforts, while ladder companies provide search, rescue, and building ventilation functions. Rescue and squad companies specifically respond to fires or emergencies in support of the other units and perform specialized tasks or functions as necessary. In addition, FDNY operates the City's Emergency Medical Services ("EMS") system, as "FDNY EMS."

FDNY Division 15, Battalion 38 serves the Project Site and vicinity. Division 15 serves an area that encompasses approximately 35 square miles, roughly extending between Midwood in Brooklyn and the eastern boundary of Queens. Fire Battalion 38, headquartered at 1352 St. Johns Place (with Engine 234 and Ladder 123), serves a portion of the total Division 15 area, including the Project Site and the communities of Crown Heights, Prospect Lefferts Gardens, and East Flatbush (see Figure 4-2, "Police Precincts and Fire Companies"). Other engine companies nearby the Project Site are Engine 249/Ladder

[7] https://www.nyc.gov/assets/nypd/downloads/pdf/crime_statistics/cs-en-us-071pct.pdf, accessed July 24, 2024.

113, located at 491 Rogers Avenue, and Engine 280/Ladder 132, located at 489 St. Johns Place. Typically, a total of three engine companies and two ladder companies may respond to each call. Each FDNY fire house is capable of operating as an engine, ladder, or technical rescue company, making them versatile for incident commanders. Each squad is also part of the FDNY HazMat Response Group and has HazMat Tech Unit capabilities. Further, each FDNY fire house may call on units in other parts of Brooklyn if needed.

There are two types of ambulances in New York City: ambulances sent in response to "911" emergency calls and ambulances that provide inter-facility transport. FDNY EMS ambulances and hospital-based ambulances (aka, "voluntary ambulances") are the sole providers of 911 services, with FDNY EMS ambulances responding to nearly all mass casualty incidences. The FDNY EMS station nearest the Project Site (FDNY EMS Station 38) is located at 554 Winthrop Street, less than a half-mile north of the Project Site, within the Kings County Hospital Center campus.

The Project Site is already served by NYPD and FDNY, and there would be no changes to emergency services to the Proposed Project. However, correspondence was sent to NYPD and FDNY on January 27, 2023 and September 3, 2024 requesting comment on whether the Proposed Project would have any potential effects on police protection services or fire protection services, respectively (see Appendix D, "Community Facilities – Agency Consultation"). On October 9, 2024, a representative from FDNY responded with guidelines for submitting plans to FDNY in connection with building permits but did not provide comments related to the Proposed Project or the environmental review process. NYPD did not respond. These City agencies routinely assess service programming and adjustments to personnel, resources, and equipment are made based on demonstrated need (typically not in advance of projects, such as the Proposed Project, which would not result in development of substantial new neighborhoods). NYPD independently reviews staffing levels against a precinct's population, area coverage, crime levels, and other local factors, and makes service and resource adjustments as necessary. Similar to NYPD, FDNY continually evaluates the need for changes in personnel, equipment, or locations of fire stations and makes any necessary adjustments.

Open Space

The Proposed Project would not result in a significant adverse impact to open space. As the Proposed Project would neither displace an existing open space nor result in impacts related to shadows, urban design and visual resources, air quality, noise and vibration, or other environmental analysis areas that would affect the usefulness of any open space in the study area, it would result in no significant adverse direct open space impacts. As described in the *CEQR Technical Manual*, open space can be indirectly affected by a project if it would add enough population, either residential or non-residential, to noticeably diminish the capacity of open space in the area to serve the future population. This analysis considers the indirect effects of the residential population generated by the Proposed Project on open space resources and concludes that the Proposed Project would not result in significant adverse impacts on open space due to reduced total, active, or passive user to open space ratios.

DIRECT EFFECTS

The open space analysis presented in Chapter 5, "Open Space," indicates that the Proposed Project would not result in a significant adverse direct impact on open space resources, and would not result in any significant adverse shadow, urban design and visual resources, air quality, noise and vibration, or other environmental impacts that would affect the usefulness of any study area open space. Per the guidance of the *CEQR Technical Manual*, a proposed project may result in a significant adverse direct impact on open space resources if there would be direct displacement/alteration of existing open space within the study area that would have a significant adverse impact on existing users. No open space resources would be physically displaced or have their uses changed as a result of the Proposed Project. Rather, the Proposed Project would introduce an additional 2.16 acres of publicly accessible open space to the Project Site. As described in Chapter 1, "Project Description," the publicly accessible open space would include approximately 0.22 acres of active open space (play area and walking circuit) and approximately 1.94 acres of passive open space (recreation lawn, pedestrian walkways with integrated seating, a promenade and pavilion, as well as a garden area, plantings, and a publicly accessible community garden). The analysis of direct effects on open space relies on information provided in Chapter 6, "Shadows," Chapter 8, "Urban Design and Visual Resources," Chapter 15, "Air Quality," and Chapter 17, "Noise," to determine whether the Proposed Project would directly affect any open spaces within, or in close proximity to, the Project Site.

INDIRECT EFFECTS

The analysis determined that the Proposed Project would not result in a significant adverse indirect impact to passive open space or to active open space in the residential half-mile study area. Per guidance of the *CEQR Technical Manual*, a proposed project may result in a significant adverse indirect impact on open space resources if it would materially reduce the ratio of acres of open space per 1,000 residents ("open space ratio") and consequently result in overburdening of existing facilities or further exacerbate a deficiency in open space. As the Proposed Project is expected to introduce approximately 2,681 residents, compared to the No Action condition, an open space analysis for the residential half-mile study area was conducted, per the guidance of the *CEQR Technical Manual*.

In the future with the Proposed Actions, the total acreage of open space in the residential half-mile study area would increase from 16.77 acres to 18.93 acres. The total open space ratio in the residential half-mile study area is projected to increase by approximately 7.5 percent; the active open space ratio is projected to decline by approximately 3.6 percent; and the passive open space is projected to increase from 0 acres per 1,000 residents to approximately 0.035 acres per 1,000 residents. The overall open space ratio would not decrease more than one percent (it would increase) and new passive open space would be created in an underserved area. As such, there would be no significant adverse impact to open space in the residential half-mile study area as a result of the Proposed Project.

Shadows

Incremental shadows cast by the Proposed Project would extend to the S/NRHP-eligible KPC campus[8] and the publicly accessible Primary School ("PS") 235 play yard. Project-generated incremental shadows would reach landscaped portions of the KPC campus on all four analysis dates[9] and reduce direct sunlight received on landscaped portions of the campus to less than the *CEQR Technical Manual* ideally recommended six to eight hours per day. However, since most plant species located on the KPC campus can tolerate shade, the *CEQR Technical Manual* minimum direct sunlight recommendation is reduced to four to six hours per day. Because all areas will receive this minimum amount, no significant impacts from shadows are expected.

Project-generated incremental shadows would extend to a small portion of the northern end of the PS 235 play yard on one analysis date, June 21st, for a total of 21 minutes. Due to the limited extent and duration of the incremental shadows, the Proposed Project would not result in a significant adverse shadows impact to the PS 235 play yard.

Further, project-generated incremental shadows would not extend to any natural resource or other sunlight-sensitive resource, as defined by the *CEQR Technical Manual.*

In addition to sunlight-sensitive resources, a supplemental analysis of the KPC campus buildings was performed to account for potential effects related to reduced natural sunlight on in-patient facilities. The only residential in-patient facility located within the shadow study area is Building #2. As incremental shadows resulting from the Proposed Project would not reach Building #2 on any of the analysis dates, the Proposed Project would not affect the amount of sunlight received by in-patient residential buildings on the KPC campus.

Per the guidance of the *CEQR Technical Manual*, project-generated open space is not considered a sunlight-sensitive resource for analysis purposes, and its assessment for shadows impacts is not required. However, a qualitative analysis of the Proposed Project's 2.16 acres of new public open space is provided to disclose the extent and duration of shadows. Portions of project-generated open space would receive less than the *CEQR Technical Manual* recommended six to eight hours of direct sunlight throughout the growing season. Project-generated open space would be designed with consideration of shade-tolerant planting. Further, project design would also consider the placement of passive recreation amenities, such

[8] The KPC campus comprises Block 4833, Lot 1 and Block 4617, Lot 1. The western portion of Block 4833, Lot 1 comprises the 7.2-acre Project Site. In the future with the Proposed Project, ESD would acquire the Project Site from DASNY and reconvey it to entities controlled by the Developer, who would comprehensively redevelop the Project Site. As such, the Project Site was not analyzed as part of existing resources within the KPC campus for purposes of the shadows analysis.

[9] December 21st, March 21st/September 21st, May 6th/August 6th, and June 21st. Per the guidance of the *CEQR Technical Manual*, three particular days of the year are considered to represent the growing season: the March 21st vernal equinox, when the day and night are approximately equal (equivalent to the autumnal equinox in September); the June 21st summer solstice (the longest day of the year); and a spring or summer day halfway between the summer solstice and equinoxes, such as May 6th or August 6th. In addition, the December 21st winter solstice is included to demonstrate conditions representative of cold-weather months, when open space users may rely most heavily on available sunlight warmth.

as benches and tables, in relation to shadows so as to maximize the enjoyment of the project-generated open space.

Historic and Cultural Resources

Architectural Resources

The Project Site comprises the westernmost portion of the KPC campus, an S/NRHP-eligible District (Unique Site Number ["USN"] 04701.023714 updated to USN 04701.000472).[10] The campus is eligible under S/NRHP Criterion A in the area of health/medicine as an example of a mental health complex that reflects the treatment of mental illness and addictions, and under Criterion C as a complex of institutional buildings constructed between 1914 and 1947. Five S/NRHP-eligible KPC campus buildings are located on the Project Site (buildings #6, #7, #8, #12, and #12a). Seven KPC campus buildings are east of the Project Site within the 400-foot historic resources study area (buildings #13, #15, #16, #19, #20, #21, and #29). One (Building #29) is within 90 feet of the Project Site. The Proposed Project would result in the demolition of the five existing buildings on the Project Site. As these buildings contribute to the historic character of the S/NRHP-eligible KPC campus and are S/NRHP eligible resources, their demolition in the future with the Proposed Project would result in a significant adverse impact to historic architectural resources. A Memorandum of Agreement ("MOA") was executed on December 4, 2024, which outlines mitigation measures to address the adverse impact on the S/NRHP-eligible resource (See Appendix E, "Historic and Cultural Resources – Agency Consultation"). The MOA agreed to by the Developer, ESD, HCR, and SHPO establishes the course of action necessary for successful mitigation of the potential adverse impacts of the demolition of KPC buildings #6, #7, #8, #12, and #12a, in accordance with Section 106 of the National Historic Preservation Act ("NHPA"), including:

- Level II HABS documentation of the five KPC buildings proposed for demolition;
- Installation of a permanent publicly accessible display consisting of photographs and information relating to the history of the KPC;
- Implementation of a Construction Protection Plan ("CPP") to protect the one existing historic resource in the S/NRHP-eligible District identified within 90 feet of the APE;
- Demolition of the buildings, to the extent practicable, in a manner facilitating reuse or recycling and diversion of materials from landfills; and
- Provisions regarding the treatment of unanticipated discoveries during construction.

Archaeological Resources

The Proposed Actions would not result in any significant adverse impact on archeological resources. The Project Site is located near a previously identified archaeological resource, the Kings County Almshouse

[10] SHPO has provided USNs for some, though not all, KPC campus buildings comprising the historic district.

Cemetery. The APE for archaeological resources, i.e., the physical extent of anticipated ground disturbance associated with the Proposed Actions, is limited to areas where the Proposed Actions would result in excavation. Documentary research places the cemetery more than 500 feet east of the Project Site.

Based on the results of the Phase 1A Archaeological Documentary Study, the Project Site does not have the potential to contain archaeological resources.

SHPO determined that based on their review of the Phase 1A Archaeological Documentary Study no archaeological resources would be affected by the Proposed Actions (see SHPO correspondence in Appendix E, "Historic and Cultural Resources – Agency Consultation").

Urban Design and Visual Resources

The Proposed Project would not adversely affect urban design in the study area; however, the reduction in size of the S/NRHP-eligible KPC campus would constitute a significant adverse impact to that visual resource.

The Proposed Project would introduce several new buildings ranging in height from 44 feet tall (56 feet-tall with bulkhead) to 115 feet tall (150 feet tall with bulkhead),[11] four publicly accessible privately owned driveways, and publicly accessible open space along Clarkson Avenue, Albany Avenue, and Winthrop Street. As described in Chapter 2, "Land Use, Zoning, and Public Policy," the land uses introduced with the Proposed Project (residential, commercial, community facilities, and open space) would be consistent with the surrounding land uses; the bulk, height, and streetwall associated with the new construction would contribute to the form of the surrounding streetscapes in a way that resembles other parts of Flatbush and East Flatbush, where apartment buildings appear among relatively uniform residential streets of two- and three-story rowhouses. Further, it is expected that the combination of active ground-floor uses and the introduction of publicly accessible open space would contribute to the attractiveness of surrounding streetscapes. Therefore, these positive contributions would result in improved streetscape conditions and pedestrian experience on all streets surrounding the Project Site, including Clarkson Avenue, Albany Avenue, and Winthrop Street.

The study area outside of the Project Site would see no change to land use, existing block forms, or street patterns. Further, the Proposed Project would not directly affect any buildings within the study area outside of the Project Site, including the buildings on the KPC campus east of the Project Site, the buildings of the Kings County Hospital Center to the west, or the buildings of the residential neighborhoods to the

[11] Proposed building heights conservatively assume the height of bulkhead and rooftop mechanical equipment would be evenly distributed across the rooftop of each building. An additional conservative assumption in this analysis is that the height of the bulkhead and mechanical equipment for each building would reach the maximum height permitted pursuant to the Design Guidelines that would take the place of zoning under the GPP. Buildings #1a, #1b, #1c, #1d, #2a, #2b, and #2c assume 35 to 40 feet for bulkhead and rooftop mechanical equipment and Buildings #3a and #3b assume 12 feet for bulkhead and rooftop mechanical equipment.

north and south. Therefore, the Proposed Project would not result in any significant adverse impact to urban design but would rather introduce new urban design elements that would improve the pedestrian experience of the Project Site and surrounding study area as a whole.

The 2.16 acres of publicly accessible open space introduced by the Proposed Project would constitute a new visual resource and improve the pedestrian experience and create visually interesting views of the Clarkson Avenue and Winthrop Street streetscapes (as well as eastern portions of the Albany Avenue streetscape) surrounding the Project Site. The streetscape adjacent to the Project Site on Winthrop Street would be improved by removing overgrown vegetation, dilapidated storage sheds, and the brick retaining wall and metal fence that separate the Project Site from the street and constructing new affordable residential buildings and street trees along the sidewalk where currently there are no trees. Along Clarkson Avenue, the streetscape would be improved mainly by developing the existing undeveloped grassy area with a landscaped open space oriented towards Clarkson Avenue. This landscaping would include adding a manicured lawn and garden area as well as trees along the sidewalk and in between buildings on the Project Site.

The Proposed Project would facilitate the demolition and redevelopment of the westernmost portion of the S/NRHP-eligible KPC campus, a visual resource, thereby reducing the overall size of the KPC campus by approximately 25 percent from approximately 1,215,600 sf to approximately 893,000 sf. This would directly affect both the visual resource itself and the pedestrian experience of this visual resource, constituting a significant adverse impact. However, views of the S/NRHP-eligible KPC campus east of the Project Site would remain available to pedestrians along Clarkson Avenue and Winthrop Street in the future with the Proposed Project. Additionally, the Project Site is functionally and visually separate from the KPC campus to the east (e.g., these areas are separated by fencing, have separate entrances, and the grassy area on the eastern portion of the Project Site creates a visual gap between the buildings on the Project Site and the campus to the east of the Project Site). Further, while the S/NRHP-eligible campus would be reduced in size, as previously described, the Proposed Project would introduce a new visual resource to the study area in the form of publicly accessible open space.

The Proposed Project would be visible in the distance from the PS 235 play yard. However, these views would not affect the enjoyment of this open space resource, as it primarily derives its value from active open space facilities, such as playground equipment, and would not obscure any views to the larger urban realm from this open space. Further, no views toward the PS 235 play yard would be obscured from the surrounding streets by the Proposed Project. As described in Chapter 6, "Shadows," incremental shadows from the Proposed Project would extend to the northern portion of the PS 235 play yard on the June 21st analysis date for approximately 21 minutes in the early morning. Due to the limited extent and duration of the incremental shadows, the Proposed Project would not result in a significant adverse shadows impact to the PS 235 play yard. As described in Chapter 5, "Open Space," the Proposed Project would increase the future usage rate of the PS 235 play yard. However, because the additional users would not be significant enough to reduce users' enjoyment of the play yard or obscure users' views of areas outside

the play yard, no significant indirect adverse impacts associated with views would occur. Therefore, the Proposed Project would not result in any significant direct or indirect adverse impacts to the PS 235 play yard from a visual resources perspective.

In summary, while the Proposed Project would not result in any significant adverse impact to urban design, a significant adverse impact to visual resources would result from the reduction in size of the S/NRHP-eligible KPC campus.

Natural Resources

The Project Site has been developed for over 100 years and is located in a highly developed community in Brooklyn. Due to previous and current disturbance, only limited natural resources are found on the Project Site. In the future without the Proposed Actions, Project Site conditions are expected to remain unchanged, and conditions of natural resources in the vicinity are anticipated to resemble existing conditions.

Due to the limited natural resources identified on the Project Site and in the surrounding area, the Proposed Project would not result in significant impacts to any natural resources either during construction or occupancy/operation. Specifically, the Proposed Project would not result in significant adverse impacts to water quality; wetlands; aquatic or terrestrial resources; or threatened, endangered, or rare species. The Proposed Project would be consistent with applicable Federal, State, and City policies regarding the management of natural resources.

Hazardous Materials

The Phase I ESA and Phase II Investigation reports, included in Appendix F, "Hazardous Materials Reports," have revealed low-level on-site contamination to soil, soil vapor, and groundwater potentially attributable to fill; demolition debris; former on-site uses, including a broom and mattress shop, a laundry, a ventilator, a morgue, a carpentry and paint shop, a meat shop, a coal shed, upholstering and broom manufacturing, a sheet metal shop, an oil house, and fuel oil tanks; and/or off-site sources consisting of manufacturing and automotive repair and fueling uses. Analytical results for the soil samples analyzed identified volatile organic compounds ("VOCs"), semi-volatile organic compounds ("SVOC"), and metals in exceedance of their respective New York State Department of Environmental Conservation ("DEC") Soil Cleanup Objectives for Unrestricted Use ("UUSCO") and/or Restricted-Residential Use ("RRSCO"). One VOC was detected slightly above its DEC Class GA ambient water quality standard/guidance value ("AWQSGV") in the groundwater samples analyzed. Petroleum-related and chlorinated solvent-related VOCs were detected in soil vapor samples analyzed; however, in comparison to DOH soil vapor intrusion/indoor air mitigation decision matrices, the chlorinated solvent VOCs were not detected at levels identified as warranting mitigation.

These identified contaminants at the Project Site would be addressed during construction through ESD Environmental Controls which would include the required implementation of the RAP that incorporates a CHASP providing for community air monitoring, dust suppression, and testing, handling, and disposal of soils in accordance with applicable regulations/guidelines and requirements of the Contractor-selected disposal facility (see Appendix F, "Hazardous Materials Reports"). Additionally, potential exposure to contaminants identified within soil vapor at the Project Site would be addressed through installation of vapor barriers beneath the proposed buildings' foundation slabs and along vertical subgrade sidewalls as a preventive measure given that detected soil vapor concentrations do not require mitigation based on DOH guidance. In addition, the RAP includes a requirement for a composite cover system comprised of concrete pavement, manufactured paving stones or bricks, asphalt pavement, building foundation slabs, or a minimum of two feet of cover soil in landscaped areas meeting applicable regulatory standards (i.e., lower of the 6 NYCRR Part 375 RRSCOs and Protection of Groundwater SCOs ["PGSCOs"]). The RAP requires that appropriately licensed contractors perform a comprehensive hazardous materials survey for asbestos-containing material ("ACM"), lead-based paint ("LBP"), lead-containing paint ("LCP"), and polychlorinated biphenyls ("PCBs") and/or abatement activities for the planned demolition of the existing buildings and structures (i.e., below grade infrastructure) on the Project Site. If such materials are found, regulations regarding their abatement prior to demolition would be followed. With the implementation of these measures, the public (i.e., residents, workers, and visitors) would be safe in permanent conditions as a result of the installed vapor barriers and composite cover system, the workers and the public would be safe during construction as a result of the CHASP, and materials requiring disposal would be disposed of in a safe manner in accordance with applicable regulations. As such, the Proposed Project would not result in significant adverse impacts related to Hazardous Materials.

Water and Sewer Infrastructure

The Proposed Project would not result in any significant adverse impacts to water supply, wastewater, and stormwater conveyance and treatment, as presented below.

Water Supply

The Proposed Project would not result in any adverse impact to New York City's water utilities. The overall water demand from the Project Site in the future with the Proposed Project would be less than one million gallons per day ("GPD"), and therefore, a detailed water supply assessment is not warranted, per the guidance of the *CEQR Technical Manual*.

The Proposed Project would generate approximately 346,701 GPD of water demand in the future with the Proposed Project, which is an increase of 310,301 GPD when compared to the water demand from the Project Site in the future without the Proposed Project. The project-generated increment in water demand would be approximately 0.029 percent of New York City's average daily demand of 1.2 billion GPD. As such, this demand does not represent an exceptionally large demand for water and, therefore,

would not result in a significant adverse impact related to the water supply system or its ability to adequately deliver water to Brooklyn or elsewhere in New York City.

Wastewater and Stormwater Conveyance and Treatment

Sanitary and Stormwater Drainage and Management

The Proposed Project is located in a combined sewer and stormwater service area in Brooklyn, within the Paerdegat Basin Drainage Area and the Jamaica Bay Watershed. The Proposed Project would develop a site larger than five acres, increase the amount of impervious surface, and introduce more than 400 residential units on a more than five-acre site within the Jamaica Bay Watershed. Therefore, per the guidance of the *CEQR Technical Manual*, the Proposed Project warrants a preliminary infrastructure analysis to assess the potential for the Proposed Project to result in impacts to the sanitary sewage and stormwater drainage and management infrastructure serving the Project Site.

The Proposed Project would result in an increase in sanitary sewage and stormwater runoff quantity from the Project Site when compared to both existing conditions and future conditions without the Proposed Project. The Proposed Project would result in an increase in stormwater runoff to the combined sewers due to an increase in non-permeable surface area from approximately 2.219 acres to approximately 6.021 acres, equivalent to approximately 83.4 percent of the Project Site. Likewise, the volume of sanitary sewage would increase due to the increase in floor areas of various uses/occupancies.

Specifically, the Proposed Project is projected to generate approximately 320,843 GPD of sanitary sewage and 491,856 GPD of stormwater runoff with the incorporation of Best Management Practices ("BMPs") to control stormwater runoff that would be required by the New York City Department of Environmental Protection ("DEP") as a condition of approvals for site connection to the combined sewer serving the Project Site. This would result in a total combined sanitary sewage and stormwater runoff volume of 812,699 GPD. The Proposed Project is estimated to increase sanitary sewage and stormwater peak flow by 1.057 cubic feet per second ("CFS") without BMPs in place compared to existing flows from the Project Site. Based on the *CEQR Technical Manual*, this increment of sanitary sewage and stormwater requires further analysis. Therefore, the Proposed Project was analyzed with stormwater BMPs in place. In consultation with NYCDEP, the Developer has committed to a maximum stormwater release rate of 0.761 CFS, and so, with BMPs in place to achieve this maximum, a combined flow of sanitary sewage and stormwater of 1.257 CFS from the Project Site would be achieved.

With BMPs in place, the Proposed Project would increase sanitary sewage and stormwater runoff discharged into the combined sewer system by 0.519 CFS compared to existing flows from the Project Site. Per the guidance of the *CEQR Technical Manual*, this increase in combined sanitary sewage and stormwater flow warrants further consultation with NYCDEP. The Developer would be responsible for submitting the water and sewer connection permit applications to NYCDEP at which time, NYCDEP would

review the applications before the Proposed Project could connect to the existing sewer system. NYCDEP must certify that the system would have capacity to accommodate the additional development. NYCDEP may require that the Developer prepare a hydraulic analysis for the Proposed Project to determine whether the existing sewer system is capable of supporting higher density development and the related increase in wastewater and stormwater flow, or whether there would be a need to upgrade the existing sewer system. In addition, there might be a need to amend the existing drainage plan based on the hydraulic analysis calculations.

If the Developer submits separate site connection approval applications for one or more site connection areas, in the absence of a Project Site-wide drainage plan approved by NYCDEP, the ESD Environmental Controls would require each application to achieve the maximum stormwater release rate for each respective area set forth in Chapter 11, "Water and Sewer Infrastructure," Table 11-17, "Maximum Allowable Stormwater Release Rate." Thus, in addition to BMPs that would be required by ESD Environmental Controls, additional BMPs and/or sewer improvements may be required of the Developer at the time of the site connection proposal, to accommodate the proposed flows. Given these requirements, the Proposed Project would not be constructed without ensuring sufficient sewer capacity to accommodate flow from the Proposed Project.

With the incorporation of the appropriate sanitary flow and stormwater source control BMPs, as well as any sewer improvements that would be required as part of the NYCDEP site connection approval process, it is anticipated that there would be no significant adverse impacts on wastewater treatment or stormwater conveyance infrastructure.

City Wastewater Resource Recovery Facilities and Collection Facilities

The ability of the Coney Island Wastewater Resource Recovery Facility ("WRRF"), the WRRF serving the Project Site, to accommodate project-generated sanitary sewage and stormwater runoff is also analyzed. Performance and compliance records for the Coney Island WRRF reveal that it has excess hydraulic capacity, and that it can effectively remove contaminants present in the untreated wastewater flowing into the treatment facility. The Proposed Project would not significantly affect the treatment capabilities or compliance status of the Coney Island WRRF because this facility is designed to treat wastewater with similar characteristics to the wastewater that would be generated by the Proposed Project (predominantly residential and commercial).

Solid Waste and Sanitation Services

The Proposed Project is projected to generate an increment of approximately 29.1 tons per week of solid waste, for a total of 32.3 tons per week of solid waste in the With Action condition. Approximately 25.6 tons of solid waste would be attributable to the residential and community facility development resulting in a total of 28.7 tons of solid waste per week, which would be handled by the New York City Department of Sanitation ("DSNY") in the future with the Proposed Project. This amount is equivalent to an additional

approximately two truckloads per week and would represent approximately 0.02 percent of the City's anticipated future waste generation handled by DSNY (estimated at approximately 114,373 tons per week[12,13]), as projected in the SWMP. Solid waste generated by residential and community facility uses would be collected by DSNY trucks and would be served by existing DSNY collection routes. As a general practice, DSNY adjusts its operations to service the community. Residents would be required to participate in the City's recycling program for paper, metals, and certain types of plastics and glass. This increase is not expected to overburden DSNY's solid waste handling services.

Approximately 3.6 tons of solid waste would be attributable to the commercial development (a grocery store) and would be handled by private carters. This would represent approximately 0.005 percent of the City's anticipated future commercial waste generation (estimated at approximately 74,000 tons per week[14]), as projected in the SWMP. Thus, the Proposed Project would require approximately one additional collection truck per week compared to the No Action condition. There are more than 2,000 private carting businesses authorized to serve New York City, and it is expected that their collection fleets would be sufficiently flexible to accommodate this increased demand for solid waste collection. Therefore, the net increment in commercial solid waste handled by private carters would not overburden the City's waste management system. Therefore, the Proposed Project would not result in a significant adverse impact on solid waste and sanitation services.

Energy

The Proposed Project would not directly affect the transmission of energy, nor would the proposed residential, commercial, or community facility uses generate a demand for energy that would overburden energy supply systems. Therefore, no significant adverse energy impact would occur with the Proposed Project.

Transportation

Traffic

Traffic conditions are evaluated for the weekday AM, midday, PM, and Saturday midday peak hours at twelve intersections in the traffic study area where additional traffic resulting from the Proposed Project

[12] Based on Attachment II DSNY-Managed Waste Quantities and Projections for Plan Period. Table II 2-6 of the New York City Solid Waste Management Plan 2006. (Daily tons per day ("TPD") totals for 7 days); https://dsny.cityofnewyork.us/wp-content/uploads/2017/12/about_swmp_attach2_0815.pdf

[13] In 2017, the New York City Independent Budget Office released a report titled "Ten Years After: Assessing Progress on the City's Solid Waste Management Plan," which indicated that refuse and recycling tonnage handled by DSNY was below growth projections included in the 2006 SWMP. As such, the future projected waste anticipated to be handled by DSNY is a conservative estimate.

[14] Based on Attachment IV Commercial Waste Quantities and Projections for Plan Period. Table IV 2-2 of the New York City Solid Waste Management Plan 2006. (Tons per year ("TPY") total for 52 weeks); https://dsny.cityofnewyork.us/wp-content/uploads/2017/12/about_swmp_attach4_0815.pdf

would be most heavily concentrated. As summarized in Chapter 14, "Transportation," Table 14-11, "2034 With Action Conditions," the traffic impact analysis indicates the potential for significant adverse impacts at the following seven intersections during one or more analyzed peak hours.

- Clarkson Avenue and Utica Avenue
- Clarkson Avenue and Albany Avenue
- Clarkson Avenue and New York Avenue
- Winthrop Street and Utica Avenue
- Winthrop Street and Troy Avenue
- Winthrop Street and Albany Avenue
- Clarkson Avenue and East 43rd Street

Chapter 23, "Mitigation Measures," identifies measures that could mitigate these significant adverse impacts.

Transit

Bus

The study area is served by a total of four local bus routes operated by the Metropolitan Transportation Authority ("MTA"): the B12, B44, B46, and B35. The Proposed Project is projected to generate a total of approximately 430, 232, 421, and 375 incremental bus trips on these routes during the weekday AM, midday, PM, and Saturday midday peak hours, respectively. The new demand from the Proposed Project would exceed the 50-trip *CEQR Technical Manual* analysis threshold along the B12 bus route only.

The Proposed Project would result in a capacity shortfall for the B12 bus routes during the weekday AM peak hour for the eastbound route. As a result, the B12 bus route would experience a significant adverse impact based on *CEQR Technical Manual* criteria. As discussed in Chapter 23, "Mitigation Measures," the significant adverse impact to these bus services could be mitigated by increasing the number of buses in the peak hours.

Subway Stations

The subway station analysis focuses on the Winthrop Street Station (2/5), where incremental demand from the Proposed Project would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM, PM, and Saturday midday peak hours. The Proposed Project is projected to generate a net increment of approximately 402, 387, and 351 subway trips during the weekday AM, PM, and Saturday midday peak hours, respectively. The highest number of peak hour subway trips are expected to occur at the Winthrop Street Station on the 2 and 5 lines, which is projected to experience approximately 244 incremental trips (in and out combined) in the weekday AM peak hour, 235 trips in the weekday PM peak hour, and 213 trips in the Saturday midday peak hour.

The results of the subway analysis identify that the station fare control areas are projected to operate at an acceptable LOS A during the weekday AM, PM, and Saturday midday peak hours. The Winthrop Street Station street stairs at the Winthrop Street entrance and at the Parkside Avenue entrance would deteriorate within LOS D conditions during the weekday AM peak hour and during the PM peak hour for the Parkside Avenue stair entrance. This change would not exceed MTA NYCT's significant adverse impact thresholds; therefore, no significant adverse impacts to the Winthrop Street Station are anticipated based on *CEQR Technical Manual* criteria.

Subway Line Haul

Line haul is the volume of transit riders passing a defined point on a given transit route. Line haul is typically measured in the peak direction at the point where the trains carry the greatest number of passengers during the peak hour (the maximum load point) on each subway route. The Project Area is served by four MTA NYCT subway routes: the 2, 5, B, and Q lines. The Proposed Project is expected to generate 200 or more new subway trips during the peak hours on the 2 and 5 lines. For the 2 and 5 lines, the line haul is measured at the actual maximum load point leaving the station (the point where the trains carry the greatest number of passengers during the peak hour), which is typically downtown Brooklyn or Manhattan. The peak direction of travel is northbound (Manhattan-bound) during the AM peak hour and southbound (Brooklyn-bound) during the PM peak hour.

The results of the analysis show that both lines would continue to operate below the guideline capacity in the peak direction at the maximum load point during the weekday AM, PM, and Saturday midday peak hours; therefore, significant adverse impacts to subway line haul conditions are not anticipated based on *CEQR Technical Manual* criteria.

Pedestrians

The Proposed Project is expected to generate a net total of approximately 181 walk-only trips in the weekday AM peak hour, 179 in the midday peak hour, 262 in the PM peak hour, and 298 in the Saturday midday peak hour. Persons en route to and from bus stops are projected to add approximately 155, 85, 156, and 135 additional pedestrian trips to area sidewalks and crosswalks during these same periods, respectively. Also, persons en route to and from subway stations would add approximately 402, 215, 387, and 351 pedestrian trips to area sidewalks and crosswalks during these same periods, respectively.

It is expected that during the AM and PM peak periods, pedestrian trips attributable to the Proposed Project would be concentrated on sidewalks and crosswalks adjacent to the Project Site and along routes to and from the bus stops and subway stations. During the weekday midday and Saturday midday periods, pedestrian trips would be expected to be dispersed, as people travel throughout the area for restaurants, shopping, or errands at the commercial land uses located adjacent to the Proposed Project.

The pedestrian trip distribution patterns were estimated using the New York City MapPLUTO data for the residential unit density within a quarter-mile distance from the proposed redevelopment. Walking trips to/from the bus stops and/or subway stations in the vicinity of the Project Site are included in the pedestrian trip assignments.

The weekday AM, midday, PM, and Saturday midday peak hour pedestrian conditions were evaluated at a total of nine representative pedestrian elements where new trips generated by the Proposed Project are expected to be most concentrated. These elements are primarily located at connections from the Project Site to local bus stops and subway stations. The pedestrian analysis indicates that all of the pedestrian elements in the Project study area would operate at acceptable LOS B conditions or better during the weekday AM, midday, and PM, and Saturday midday peak analysis hours; therefore, significant adverse impacts to pedestrian operations are not anticipated based on *CEQR Technical Manual* criteria.

Vehicle And Pedestrian Safety

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 this effort, NYCDOT and 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 can lead to pedestrian fatality and injury. The Project study area does not include any NYCDOT Vision Zero priority intersections; however, the Project study area includes Utica Avenue, Troy Avenue, and Schenectady Avenue north of Winthrop Street, and Linden Boulevard, which are Brooklyn priority corridors.

Crash data for intersections within a quarter mile of the Proposed Project as well as the intersections within the traffic study area were obtained from NYCDOT for the three-year period between January 1, 2017, and December 31, 2019. The data quantifies the total number of crashes involving injuries to pedestrians or bicyclists. During the three-year reporting period, a total of 236 crashes occurred, of which 63 were pedestrian-related crashes, and 15 were bicycle-related crashes. A high crash location is defined by the *CEQR Technical Manual* as Vision Zero Priority Intersection, or a location with five or more pedestrian/bicyclist injury crashes in any consecutive 12 months of the most recent three-year period for which data is available. In addition, a high crash location is 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. Five intersections in the Project study area would be considered high-crash intersections and include the four Albany Avenue intersections at Rutland Road,

Winthrop Street, Clarkson Avenue and Linden Boulevard as well as the intersection of Clarkson Avenue at East 37th Street.

Parking

The parking analysis projects changes in the parking supply and utilization within a quarter-mile radius of the Project Site under both No Action and With Action conditions. Based on existing curbside parking regulations and taking into account curb space obstructed by curb cuts, fire hydrants, and other impediments, there are approximately 1,850 legal on-street parking spaces within a reasonable walking distance of the Project Site when no alternate-side regulations are in effect and about 1,375 spaces when street-cleaning regulations are in effect. Several streets within the Project Study Area are regulated by alternate-side street-cleaning parking regulations during the weekday midday period between 11 AM and 1 PM. This supply for on-street parking spaces has an available capacity of 234 spaces during the weekday AM period (without regulations), 147 spaces during the weekday midday period (with regulations), and 364 spaces during the Saturday midday period (without regulations).

The Proposed Project would provide a total of 46 on-site parking spaces for residents, staff, and visitors along the proposed driveways. All other residents, workers, and shoppers accessing the Proposed Project by private vehicle are anticipated to use available on-street parking.

Overall, the Proposed Project is projected to generate an on-street parking demand of 215, 162, and 160 parking spaces during the weekday AM, midday, and Saturday midday peak periods, respectively. This on-street parking demand would result in a parking shortfall of 98 spaces during the weekday AM period and 80 spaces during the weekday midday period. Given that the parking demand exceeds the available on-street parking supply, the Proposed Project would result in a significant parking shortfall.

Air Quality

In the future with the Proposed Project, increases in mobile source emissions of carbon monoxide ("CO"), particulate matter less than 2.5 microns in diameter ("$PM_{2.5}$"), and particulate matter less than 10 microns in diameter ("PM_{10}") related to project-induced traffic changes would not result in any exceedances of the National Ambient Air Quality Standards ("NAAQS") or NYCDEP/DEC *de minimis* impact criteria at existing or future project-related sensitive receptors. In addition, the cumulative effect of emissions from project-induced traffic associated with the Proposed Project, background changes in traffic patterns, as well as other identified projects anticipated to be completed by the 2034 analysis year would not result in any significant adverse air quality impacts.

As the Proposed Project would utilize electric power to run its heating and hot water systems, Proposed Project operations would not result in any violations of applicable NAAQS or exceed the NYCDEP/DEC *de minimis* impact criteria.

No industrial sources of regulated air pollutants are identified within 400 feet of the Project Site. Therefore, there would be no potential for a significant adverse stationary source air quality impact affecting the Proposed Project from off-site industrial sources.

There is one large emission source (State facility permit) and one major emission source (Title V facility) identified within 1,000 feet of the Project Site. The pollutant emissions of nitrogen dioxide ("NO_2"), sulfur dioxide ("SO_2"), $PM_{2.5}$, and PM_{10} from these two sources would not result in any violations of applicable NAAQS impact criteria affecting sensitive receptors at the Project Site.

Greenhouse Gas Emissions and Climate Change

Greenhouse Gas Emissions

Based on guidance from the *CEQR Technical Manual*, the Proposed Project is projected to generate an incremental increase of approximately 5,332[15] total metric tons of carbon dioxide equivalents ("CO_2e") emissions on an annual basis resulting from building operations, and approximately 2,970 metric tons of CO_2e emissions from mobile sources. As a point of comparison, this estimated annual total of approximately 8,302 metric tons of CO_2e emissions from operation of the Proposed Project represents approximately 0.02 percent of the 2022 annual total for all of New York City, which is estimated to have been approximately 53.7 million metric tons.

The Proposed Project would be consistent with the goals of encouraging construction of resource- and energy-efficient buildings and encouraging development that is conducive to walking and public transit use. The residential development would be Enterprise Green Communities Certified or achieve a higher green building standard.

The Proposed Project also would be consistent with current State and City laws and policies aimed at reducing greenhouse gas ("GHG") emissions. These include the following:

- The *New York State Climate Leadership and Community Protection Act ("CLCPA")*, which calls for stringent limits on the statewide emission of GHG, requiring that those emissions be reduced by 40 percent by 2030 and 85 percent by 2050, compared with statewide 1990 levels. Pursuant to the *CLCPA*, a newly created body called the Climate Action Council issued a final Scoping Plan in 2022 outlining recommendations for attaining the GHG emission limits established under the statute. Based on those recommendations, and as required by the *CLCPA*, DEC will promulgate regulations to reduce emissions, as necessary, to meet the statutory mandates. The *CLCPA* also calls for dramatic increases in the generation of power through renewable energy sources and

[15] This calculation is based on the methodology provided within the *CEQR Technical Manual* and does not account for emissions limits set forth in New York City Local Law 97. Emissions factors presented in the *CEQR Technical Manual* are based on historical data and as such represent a conservative estimate of GHG emissions given that the Proposed Project would be designed to passive house design standards and incorporate a range of energy efficiency measures.

requires that significant portions of investments be directed to disadvantaged communities. The DEC regulations will apply across various sectors, including the buildings and construction industry.

- The City of New York's Climate Mobilization Act ("CMA"), which was enacted in 2019 to implement the City's GHG reduction goal of achieving carbon neutrality by 2050 pursuant to policies set forth in *One NYC 2050: Building a Strong and Fair City* ("OneNYC").[16] The CMA includes a number of laws directed at reducing GHG emissions in buildings by targeting increased energy efficiency, utilizing roof space for installation of solar energy sources and green roofing, and reducing GHG emissions associated with building energy use. As part of the CMA, Local Law 97 of 2019 places carbon intensity limits on most buildings larger than 25,000 sf, with those limits becoming more stringent over time. Some affordable housing buildings can achieve compliance through prescriptive measures rather than quantitative limits. ESD would require compliance with the requirements of the CMA, so the Proposed Project's residential buildings would be required to meet applicable future carbon intensity provisions as well as the green/solar rooftop requirements established under the law.

- The City of New York's most recent sustainability plan, *PlaNYC: Getting Sustainability Done*, published in April 2023, intends to provide the City with a framework for accomplishing near term equity and quality of life improvements, as well as long term sustainability goals. The plan provides 32 key initiatives to improve the City's resiliency and preparedness for a changing climate, reduce GHG emissions, and improve the livability of New York City's neighborhoods. In particular, the plan includes initiatives such as increasing the tree canopy cover, decarbonizing affordable housing, pursuing fossil-fuel-free City operations, reducing the carbon footprint of construction, creating accessible open space, and prioritizing public transit, walking, and biking. The Proposed Project would be consistent with the goals and initiatives of *PlaNYC: Getting Sustainability Done*, notably in its provision of affordable and supportive housing which would rely entirely on electric HVAC systems for operation, its provision of publicly accessible open space and street trees, and in fostering a transit- and walking-friendly environment.

- The *City of Yes* initiatives aim to reduce carbon emissions, expand economic and business opportunities, and encourage housing development, particularly affordable housing. The *City of Yes for Carbon Neutrality* initiative aims to respond to the global climate crisis by modernizing the City's zoning regulations to reduce greenhouse gas emissions. Modifications to zoning regulations are intended to make it easier to install solar and wind energy systems; encourage the adoption and use of electric vehicles, biking, and e-mobility; support local food production, composting, and rainwater collection; and facilitate building retrofits for energy efficiency to help decarbonize New York City. The Proposed Project would introduce 1,081 units of affordable housing, including supportive housing and affordable homeownership opportunities; reuse underutilized space on the KPC campus for mixed-use residential development; develop nine new buildings which would

[16] *One NYC 2050: Building a Strong and Fair City* (April 2019). As explained in Chapter 16, "Greenhouse Gas Emissions and Climate Change," OneNYC was enacted to supersede the City's previous sustainability policies that were set forth in *PlaNYC: A Stronger, More Resilient New York* ("PlaNYC") (2009).

use all-electric HVAC systems, meet passive house design standards, and implement energy efficiency measures to minimize carbon emissions; and introduce new commercial and community facility uses that would create approximately 389 permanent jobs and provide services and amenities to the community. As such, the Proposed Project would be consistent with the goals and objectives of the *City of Yes* initiatives for Carbon Neutrality, Economic Opportunity, and Housing Opportunity.

In addition, the Proposed Project would support development that encourages sustainable modes of transportation. The Proposed Project would take advantage of an existing network of public transit that serves the Project Site. For example, the Project Site has access to New York City subway service 2 and 5 lines at the Winthrop Street Station, located approximately a half-mile from the Project Site. The Project Site is also served by six MTA bus routes (B12, B44, B44 SBS, B46, B46 SBS, and B35).

Dense, mixed-use development with access to transit and existing roadways is in general consistent with recommendations in the Climate Council's final Scoping Plan under the *CLCPA*, sustainable land use planning and smart growth strategies to reduce the carbon footprint of new development. The requirements of the New York City energy code regulate energy consumption to align with the City's reduction goals for GHG emissions, and the Proposed Project would be subject to the City's stringent building energy codes adopted in 2020 (which substantially increased the energy efficiency required) or subsequently enacted codes, as applicable. Following the approach defined in the *CEQR Technical Manual*, the Proposed Actions would result in development that is compliant with the CMA and consistent with the City's emissions reduction goal implemented to date. Such development would also be consistent with statewide emission reduction goals and applicable future regulations promulgated by DEC under the *CLCPA*. Therefore, the Proposed Project would be consistent with applicable State and City laws and policies associated with GHG emissions and climate change.

Resilience to Climate Change

As described in Chapter 2, "Land Use, Zoning and Public Policy" and Chapter 9, "Natural Resources," the Proposed Project would not be located within the projected 2100s 500-year floodplain, or within the New York City Coastal Zone, and therefore flooding related to sea level rise would not be considered a concern for the Proposed Project.

Noise

The Proposed Project would not result in significant adverse impacts related to mobile or stationary source noise. None of the studied worst-case receptor locations would experience perceptible increases in exterior noise levels, as there would not be a doubling of traffic volumes at any location as a result of the Proposed Project. The maximum increase in the With Action noise level compared to the No Action noise level is projected to be approximately 0.5 dBA, which is below the three-decibel *CEQR Technical Manual* threshold for significance. In addition, no loud stationary noise sources were identified within

the study area, and all project-related mechanical systems would adhere to New York City Noise Code requirements.

As part of the Proposed Project, the ESD Environmental Controls would include project requirements to avoid the potential for significant adverse noise impacts to interior locations identified along the facades of the proposed development parcel. The Proposed Project would be required to provide sufficient window-wall attenuation to maintain the *CEQR Technical Manual* interior noise level requirement of 45 dBA or lower. These proposed window-wall attenuation requirements would be included in the ESD Environmental Controls. Consequently, these requirements would preclude the potential for the Proposed Project to result in significant adverse noise impacts.

Public Health

The public health analysis reviewed the potential public health effects related to the analyses of hazardous materials, sanitation and water resources, air quality, and noise. As described in Chapter 10, "Hazardous Materials," based on the results of the Phase I Environmental Site Assessment ("ESA") and Phase II Environmental Site Investigation ("ESI") reports, the identified contaminants at the Project Site would be addressed during construction through the implementation of a RAP that incorporates a CHASP that includes provisions for community air monitoring, dust suppression, and testing, handling, and disposal of soils in accordance with applicable regulations/guidelines and the requirements of the Contractor-selected disposal facility. Additionally, although the contaminant concentrations within soil vapor at the Project Site detected in the Phase II investigation reports (included in Appendix F) do not require mitigation based on DOH guidance, a vapor barrier system would be installed beneath the proposed buildings as a precautionary measure. Additionally, a composite cover system including concrete pavement, manufactured paving stones or bricks, asphalt pavement, building foundation slabs, or a minimum of two feet of cover soil in landscaped areas would be constructed and maintained as part of the Proposed Project.

As described in Chapter 17, "Noise," the Proposed Project would not result in significant adverse impacts related to mobile or stationary source noise with the implementation of window-wall noise attenuation on certain façades of Proposed Project buildings. Temporary construction noise impacts have been identified; however, as these impacts would be temporary, affecting a given receptor only for a short duration of time, they would not result in a significant adverse public health impact. Further, as described in Chapter 15, "Air Quality," the cumulative effect of emissions from project-induced traffic would not result in any significant adverse air quality impacts. Additionally, as the Proposed Project would utilize electric power to run its heating and hot water systems, Proposed Project operations would not result in any violations of applicable NAAQS or exceed NYCDEP/DEC *de minimis* impact criteria. No industrial non-criteria pollutant facilities with the potential to result in adverse health impacts are located near the Project Site. One large emission source and one major emission source have been identified within 1,000

feet of the Project Site, though the pollutant emissions from these two sources would not result in any violations of applicable NAAQS impact criteria at the Project Site.

As discussed in Chapter 9, "Natural Resources," there would be no significant adverse impacts to water resources, including groundwater and nearby surface water bodies. As described in Chapter 11, "Water and Sewer Infrastructure," and Chapter 12, "Solid Waste and Sanitation Services," the Proposed Project would result in no significant adverse impacts to the city water supply, sanitary sewer system, or solid waste and sanitation services. Therefore, the Proposed Project would not result in any significant adverse impact to public health.

Neighborhood Character

As described in the respective chapters of this EIS, the Proposed Project would result in no significant adverse impacts related to land use and open space, shadows, socioeconomic conditions, pedestrian safety, or noise.

Given that the Project Site contains five S/NRHP-eligible buildings that contribute to the historic character of the S/NRHP-eligible KPC campus, their demolition in the future with the Proposed Project would result in a significant adverse impact on historic architectural resources. However, while the KPC campus and the buildings within the campus comprise S/NRHP-eligible historic resources, these resources are not publicly accessible, and are fenced off from the surrounding community, limiting their contribution to the overall character of the neighborhood. Further, the Proposed Project would not adversely affect the remainder of the KPC campus to the east of the Project Site, and the buildings on that portion of the campus would retain their value as architectural resources and as physical embodiments of the historic evolution of the treatment of mental health. A Memorandum of Agreement ("MOA") was executed on December 4, 2024, which outlines mitigation measures to address the adverse impact on the KPC campus (see Appendix E, "Historic and Cultural Resources – Agency Consultation"). The MOA agreed to by the Developer, ESD, HCR, and SHPO, establishes the course of action necessary for successful mitigation of the adverse impacts of the demolition of KPC buildings #6, #7, #8, #12, and #12a, in accordance with Section 106 of the NHPA. As required by the MOA, the Developer would prepare Level II HABS documentation of the KPC buildings proposed for demolition, install a permanent publicly accessible display consisting of photographs and information relating to the history of the KPC, and prepare a CPP to minimize the potential effects of construction equipment-related vibration to the one existing historic resource in the S/NRHP-eligible District identified within 90 feet of the APE, Building #29. For these reasons, the adverse impact to historic resources resulting from the Proposed Project would not represent a significant adverse impact to neighborhood character.

The Proposed Project would not adversely affect urban design in the study area, but rather would introduce new urban design elements and publicly accessible open space to the study area that would improve the overall pedestrian experience. The Proposed Project would facilitate the demolition and

redevelopment of the westernmost portion of the S/NRHP-eligible KPC campus, a visual resource, thereby reducing the overall size of the KPC campus. This would directly affect both the visual resource itself and the pedestrian experience of this visual resource, constituting a significant adverse impact. Despite this reduction in the size of the KPC campus as a visual resource, however, the Proposed Project would contribute positively to the visual quality of the Project Site by introducing active uses, landscaping, and a new visual resource in the form of publicly accessible open space to portions of the Project Site that are currently underutilized. As such, the Proposed Project would result in changes to urban design and visual resources that represent an improvement to neighborhood character.

To the extent that significant adverse traffic impacts may result in an increased delay at certain intersections in the area, significant adverse impacts predicted at three of the seven intersections identified could be fully mitigated; significant adverse impacts at four intersections could not be mitigated and would remain unmitigated during one or more analysis periods. Many intersections within the traffic study area would experience congestion during the No Action condition and the addition of relatively few project-generated trips would trigger significant traffic impacts. However, the incremental increase in delay at these three intersections would not result in operations substantially different from the No Action condition; therefore, the Proposed Project would not result in a significant adverse impact on neighborhood character as a result of significant adverse impacts to traffic. For transit, as described in Chapter 23, "Mitigation Measures," significant adverse impacts to MTA bus routes could be fully mitigated if MTA decides that it is feasible to do so by increasing bus service, and even without increasing bus services, the impacts to bus services would not affect the neighborhood's character.

Overall, the Proposed Project would not significantly adversely affect neighborhood character. Rather, as described in Chapter 1, "Project Description," and Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Project would enable the reuse of substantially underdeveloped and underutilized acreage to provide needed affordable housing to New York City, a majority of which would be set aside specifically to serve populations that have specific needs that can limit access to affordable housing. Therefore, the Proposed Project would not result in a significant adverse impact to neighborhood character.

Construction

Construction of the Proposed Project would not result in significant adverse impacts related to transit, pedestrians, air quality, historic and cultural resources, hazardous materials, or natural resources. However, construction activities associated with the Proposed Project could result in significant adverse impacts related to traffic and noise, and there would be a parking shortfall during a portion of the construction period.

Transportation

Construction travel demand is expected to peak in the first quarter (Q1) of 2033, which was selected as a reasonable worst-case analysis period for assessing potential cumulative transportation impacts from

operational trips from completed portions of the Proposed Project and construction trips associated with construction activities. Construction of the Proposed Project is expected to result in significant adverse traffic and bus service impacts and a parking shortfall, as described below.

Traffic

During construction, traffic would be generated by construction workers commuting via autos, by trucks making deliveries to and removing construction, demolition and excavation refuse from the Project Site, and by operational trips from completed portions of the Proposed Project. The results of a detailed traffic analysis for 2033 (Q1) show that construction of the Proposed Project, in combination with operational effects of the first and second phases of the Proposed Project, would result in significant adverse impacts at seven intersections during the construction peak hours, including the Clarkson Avenue intersections of Utica Avenue, East 43rd Street, Albany Avenue, and New York Avenue, and the Winthrop Street intersections of Utica Avenue, Albany Avenue, and Troy Avenue. These intersections are also predicted to experience significant adverse impacts after completion of the Proposed Project. Measures to address these impacts are described in Chapter 23, "Mitigation Measures."

Transit

The Project Site is served by a total of four MTA local bus routes – the B12, B35, B44, and B46 – and two primary NYCT subway stations. The Winthrop Street 2/5 subway station is approximately one half-mile to the west of the Project Site and the Parkside Avenue Q subway station is over one mile from the Project Site; therefore, all Q subway trips and 50 percent of the 2/5 train trips would start or end near the Project Site as bus trips. Construction worker travel demand is expected to generate a total of approximately 53 transit trips in both the 6-7 AM and 3-4 PM construction peak hours and operational transit trips from completed portions of the Proposed Project would total approximately 153 and 421 respectively. By comparison, transit trips with full occupancy of the Proposed Project in 2034 would be substantially greater in number, totaling 556 and 543 during the analyzed weekday commuter peak periods, when overall demand on area transit facilities and services typically peaks. Therefore, 2033 (Q1) transit conditions during the 6-7 AM and 3-4 PM construction peak hours are expected to be generally better than during the analyzed commuter peak hours with full occupancy of the Proposed Project in 2034, and as for the operational analysis, there would be no significant adverse impact on subway station elements or subway line haul.

The Proposed Project's significant adverse bus impact would be smaller during the 2033 construction year than with full occupancy of the Proposed Project in 2034, as incremental demand would be lower during the construction year and would primarily be generated by operational trips during the commuter peak hours. Most of the Proposed Project would be completed by 2033 and significant adverse bus impacts are expected during the operational peak hours. Therefore, the form of mitigation identified for 2034 operational transit impacts in Chapter 23, "Mitigation Measures," namely additional buses on the affected

routes, would also be effective at mitigating any potential impacts from transit trips during the 2033 (Q1) construction periods.

Pedestrians

Pedestrian trips by construction workers would be distributed among the sidewalk and crosswalk elements surrounding the Project Site that would be under construction in 2033 (Q1) and would primarily occur outside of the weekday AM and PM commuter peak periods and weekday midday peak period when area pedestrian facilities typically experience their greatest demand. Pedestrian conditions during the 6-7 AM and 3-4 PM construction peak hours are expected to be generally better than during the analyzed operational peak hours with full occupancy of the Proposed Project in 2034. The 2034 analysis of the full build-out operational condition showed that all analyzed pedestrian elements would operate at an acceptable LOS condition. Overall, pedestrian trips generated by the Project's operational and construction components in the 2033 (Q1) peak construction analysis period would be lower than the full occupancy of the Proposed Project in 2034 during the typical AM and PM peak hours. Furthermore, background pedestrian volumes are expected to be lower in the construction peak hours compared to the typical commuter peak hours. Therefore, 2033 (Q1) pedestrian conditions during the 6-7 AM and 3-4 PM construction peak hours would be better than during the analyzed operational peak hours with full occupancy of the Proposed Project in 2034 and significant adverse pedestrian impacts during the construction peak hours are not expected.

Parking

The 2033 (Q1) peak analysis period for cumulative construction and operational parking demand would be approximately 217 and 263 spaces during the weekday AM and midday peak periods, respectively. The increase in demand for on-street parking during the 2033 (Q1) construction phase condition is greater than the projected available capacity; as a result, the peak construction condition would result in a significant parking shortfall of 96 and 178 spaces during the weekday AM and midday peak hours, respectively.

Air Quality

The Proposed Project would not result in significant adverse construction-related impacts to air quality. However, the ESD Environmental Controls governing the Proposed Project would require the incorporation of construction specifications in the form of control measures to minimize potential construction-related air quality effects.

Noise and Vibration

Construction activities associated with the Proposed Project would result in temporarily elevated noise levels causing construction noise impacts at existing residential buildings surrounding the Project Site and

at buildings that would be introduced as part of the Proposed Project. During some stages of construction, particularly work tasks such as demolition, excavation/foundation and masonry work, activities could also result in unavoidable significant construction impacts related to noise at certain buildings that would be introduced as part of the Proposed Project. However, elevated noise levels related to construction would be relatively short-term in nature given that high noise intensity activities would not last for extended periods of time. As construction activities move throughout the Project Site, no one location would be impacted consistently. Once the highest noise generating construction activities requiring equipment such as excavators and bulldozers are completed, noise levels from other construction activities and equipment, such as generators or front-end loaders, may occasionally still result in an exceedance of noise criteria levels; however, it is anticipated that overall construction noise levels would decrease over time. Higher noise levels would be mitigated by the use of construction industry best practices, code compliance and the implementation of ESD Environmental Controls for noise reduction. Finally, no significant adverse impacts regarding vibration-induced structural damage would occur. While some vibration activities could surpass U.S. Federal Transit Administration ("FTA") human annoyance levels, they would not result in a significant adverse impact on residents occupying the Project Site or surrounding areas.

Other Technical Areas

One building (Building #29) in the KPC campus, an S/NRHP-eligible District, was identified within 90 feet of the Project Site. As such, a CPP would be implemented per the executed MOA between the Developer, ESD, HCR, and SHPO to minimize the potential effects of construction equipment-related vibration and to ensure the integrity of Building #29 during project construction. With regards to hazardous materials, contaminants at the Project Site would be addressed through the implementation of a CHASP which includes provisions for community air monitoring, dust suppression, and handling and disposal of soils in accordance with applicable regulations/guidelines. Additionally, there are no significant natural resources on the Project Site and none within the physical area of construction activities. Therefore, with these measures in place, the Proposed Project would not result in significant adverse construction-related impacts to historic and cultural resources, hazardous materials, or natural resources.

Alternatives

Alternatives selected for consideration in an EIS generally include a No Action Alternative and alternatives that are practicable, considering the objectives and capabilities of the project sponsor, and have the potential to reduce, eliminate, or avoid significant adverse impacts of a proposed action while meeting the goals and objectives of the action.

As described in Chapter 1, "Project Description," and explained further in Chapter 2, "Land Use, Zoning, and Public Policy," the Proposed Project would result in the development of approximately 1,033,039 sf of residential space (including approximately 1,081 new units of affordable housing and two new state-of-the-art single-adult men's homeless shelters, which would fully replace the existing 364 beds currently

available at the Project Site); an approximately 8,092-sf grocery store; approximately 63,071 sf of community facility space (including an SEIU facility, an emergency food provider, a ballet studio, steel pan drum equipment storage, and social service space); approximately 46 parking spaces; and 2.16 acres of publicly accessible open space.

The alternatives analysis considered the following alternative to the Proposed Actions, which is considered in comparison to the Proposed Project:

- A No Action Alternative, which assumes none of the proposed discretionary actions would occur, and the Project Site would generally resemble its current condition.

In addition to a comparative impact analysis, the No Action Alternative is assessed to determine the extent to which it would meet the goals and objectives of the Proposed Actions' purpose and need as defined in Chapter 1, "Project Description." As described in the following sections, both the rehabilitation and/or reuse of existing buildings on the Project Site and a lower-density partial redevelopment scenario were also considered for their feasibility as potential alternatives to the Proposed Project to reduce or avoid significant impacts to historic and visual resources, identified as the result of the demolition of five buildings within the KPC Campus, an S/NRHP-eligible historic district. These alternatives were determined not to meet the Proposed Actions' purpose and need and, therefore, are not advanced further.

Rehabilitation and Adaptive Reuse

The rehabilitation and/or reuse of existing buildings on the Project Site would not be a reasonable alternative that is feasible because it would not satisfy the goals and objectives of the Proposed Project or meet its purpose and need of providing affordable housing to an underserved portion of Brooklyn, including supportive housing and housing for senior citizens, and improving wellness and economic opportunities as part of the Vital Brooklyn Initiative. The existing buildings on the Project Site are largely functionally incompatible for use as residential, community facility, or commercial space, in accordance with current needs, design expectations, and requirements. For any reuse of the existing structures and grounds comprising the Project Site, the significant structural and architectural deficiencies of the existing buildings would have to be remedied as part of renovations in order to be reused as residential, commercial, or community facility space. Beyond the buildings' deteriorating infrastructure, their existing layout and design with long narrow halls and small rooms, as well as their inefficient arrangement on the Project Site, would hinder the feasibility of using the existing buildings and grounds to serve current community needs. Overall, the adaptive reuse of the existing buildings on the Project Site would provide only 21 residential units and 154 shelter beds, a reduction from the current 364 beds, and would not provide any community facility space or commercial space.

While buildings #6 and #8 were designed to support a residential (dormitory) use, they could not be easily converted into modern residential, community facility, or commercial buildings. The floor plans, plumbing, and electrical systems of the buildings are not designed to accommodate studio, 1-, 2-, or 3-

bedroom units complete with private bathroom and kitchen facilities. Further, numerous Americans with Disabilities Act ("ADA") and code compliance issues would need to be addressed as part of renovations to rehabilitate the buildings to be used as shelters. Given the age and construction methods of buildings #6 and #8, renovations would also require the use of interior space to meet energy code requirements, further reducing the floor area available for residential, community facility, or commercial uses. Additionally, restoration of buildings #6 and #8 would require the temporary closure of these two extant shelters and relocation of residents, as the existing shelter beds would not be available for occupancy during their rehabilitation, thereby displacing the shelter population at a time when the unhoused population in the City is increasing. If rehabilitated to serve as shelters compliant with current building code and accessibility requirements, these buildings would serve less than half of the number of homeless residents that are currently served and that would be served under the Proposed Project.

Building #7 was originally used as a staff building and is not actively used. Due to the overall building dimensions, small floor plate, number of stories, and structural configuration of Building #7, it is not likely compatible with any substantial residential, community facility, or commercial uses. Similarly, the current condition and previous use of buildings #12 and #12a as garages make these structures incompatible with residential, community facility, or commercial uses. Moreover, buildings #7, #12, and #12a exhibit structural damage and architectural deficiencies which limit the potential for their reuse.

Given these constraints, the rehabilitation and adaptive reuse of the Project Site and the existing structures located therein would not meet the purpose and need of the Proposed Actions; namely, the provision of supportive and affordable housing, community facilities, and commercial space, and a replacement of the two existing shelter facilities with two new state-of-the-art shelter facilities with the same combined total bed capacity as the existing shelters. Further, rehabilitation of the existing buildings on the Project Site would require the temporary closure of the operational shelter facilities, and the relocation of their residents. Therefore, the rehabilitation and/or reuse of existing buildings on the Project Site would not meet the goals and objectives or the purpose and need of the Proposed Project.

Partial Redevelopment #1

A partial redevelopment scenario was explored to consider a project program that would rehabilitate and reuse existing buildings #6, #7, and #8 for residential use, demolish buildings #12 and #12a, and develop the remainder of the Project Site with residential, community facility, commercial, and open space. This partial redevelopment scenario would create a reduction of the number of shelter beds from 364 to 154, which would represent a failure to meet part of the purpose and need of the Proposed Actions to provide a one-for-one replacement of existing shelter beds in a new state-of-the-art shelter facility. It would also provide approximately 461 residential units, 21,000 sf of community facility space, and 1.1 acres of publicly accessible open space (see Appendix E, "Historic and Cultural Resources – Agency Consultation").

This scenario would maintain active use of three existing S/NRHP-eligible KPC campus buildings on the Project Site. While these conditions would reduce the severity of impacts to historic and cultural

resources, the partial redevelopment scenario would still result in the demolition of S/NRHP-eligible KPC campus buildings #12 and #12a and would reduce the size of the KPC S/NRHP-eligible District, which would represent an impact to historic architectural resources. Moreover, it would not maintain at least 364 shelter beds, nor would it provide for the continuous operation of shelter facilities on the Project Site given that during the restoration of buildings #6 and #8, the two extant shelters would be closed and the beds would not be available for occupancy. Further, the partial redevelopment scenario would not introduce any new commercial space and would result in far less affordable housing, less community facility space, and less open space than would be introduced with the Proposed Project. Thus, the partial redevelopment scenario would not meet the full purpose and need of the Proposed Actions, nor would it avoid significant adverse impacts.

Partial Redevelopment #2

A second partial redevelopment scenario was explored to consider a program that would rehabilitate and reuse existing buildings #6 and #8 for residential use, demolish buildings #7, #12, and #12A, and develop the remaining portion of the Project Site with eight new residential and shelter structures for a total of ten structures on the Project Site (please refer to Appendix E for the SHPO Alternatives Analysis).

As conceptualized for this scenario, eight new buildings would be constructed across the site, together with a new private access drive crossing south-north from Clarkson Avenue to Winthrop Street at 43rd Street, and a second drive entering the site off Winthrop Street to provide additional interior access to buildings for safety reasons. Six of the new structures would provide an estimated additional 994 new housing units. Four of these new buildings would be ten stories in height; the fifth fronting, Winthrop Street, would be four stories tall, more in keeping with the existing row of two-story residential duplexes on the north side of Winthrop Street. They would provide an additional 861,203 sf of residential space, and together with Buildings #6 and #8 there would be a total of 1,043 residential units across 925,436 sf. The identified need for senior housing would be met by setting aside 306 units for senior citizens earning up to 50 percent of the AMI, which is fewer than the 337 units that would be created in the With Action condition. Two new shelter buildings at the eastern end of the site would be seven and nine stories in height and would provide 364 shelter beds. In this scenario, there would be 33,807 sf of community facility space divided between three buildings, but no commercial space to house the grocery store or publicly accessible open space due to the number and layout of buildings.

While the number of housing units in this scenario would be a vast improvement over the lack of housing units on the Project Site, the increased height of buildings at the center of the Project Site and bordering on Clarkson would result in massing that is currently inconsistent with the rest of the campus, particularly as compared to the historic structures that would remain fronting Albany Avenue and portions of both Clarkson Avenue and Winthrop Street (Buildings #6 and #8). Further, the taller new buildings on the central, eastern, and southern portions of the Project Site would visually separate Buildings #6 and #8

from the extant eastern portion of the KPC campus, thereby eliminating the historic context of these buildings.

The building layout would also provide no open publicly accessible open space, as opposed to the over two acres of proposed open space in the With-Action condition. Further, the goal of activating the Albany Avenue frontage to accommodate a publicly accessible fresh grocery store would not be feasible under this alternative since the configuration of this development does not provide for any commercial space. In this scenario Buildings #6 and #8 would be renovated, but neither front directly onto Albany Avenue; both are set back from the street by roughly 50 feet. Further, the placement of proposed Building #2B between and slightly east of Buildings #6 and #8 is a result of the need to meet current requirements for light and safety, so it could not be easily reconfigured to extend west to Albany Avenue.

Thus, this second partial redevelopment scenario would not meet the full purpose and need of the Proposed Actions, nor would it fully avoid significant adverse impacts.

Cumulative Effects

Cumulative effects may result when effects of one action occur all together or when the effects of an action occur in combination with effects of other recent, ongoing, and reasonably foreseeable future actions. Cumulative effects may be undetectable when considered specifically in the context of one action, and may result from effects that do not, in themselves, constitute significant adverse impacts; however, combined effects may eventually lead to measurable environmental change.

The Proposed Project does not involve two or more related actions undertaken, funded, or approved by an agency (such as series of projects on various sites). However, per the guidance of the *CEQR Technical Manual*, when applicable and significant, the lead agency (in this case, ESD) should, for the technical areas outlined in the FSOW, analyze and disclose cumulative impacts of the Proposed Project with other projects in the study area, as described below. All potential environmental effects associated with the Proposed Project, as described in the respective technical analyses presented in this EIS, including those effects that do not, themselves, represent significant adverse impacts, are considered together with the effects of other study area No Action projects for their potential to lead to significant adverse cumulative impacts.

The cumulative effects analysis also provided a summary of past, present, and reasonably foreseeable future actions that may affect the same environs as the Proposed Project. The potential for combined effects associated with these actions and the Proposed Project is considered for all technical areas and presented herein.

Other Development Actions in the Vicinity of the Project Site

While no developments are anticipated within the 400-foot study area in the No Action condition, several mixed-use and residential developments within approximately 1.5 miles of the Project Site (see Figure ES-7, "No-Action Developments") are planned and expected to be completed by the 2034 analysis year:

Source: New York City Department of Buildings; New York City Department of City Planning ("NYCDCP"), Zoning Application Portal; NYCDCP MapPLUTO 2024; New York City Department of Parks and Recreation; STV Incorporated, **2025.**

N

0 1,000 2,000 Feet

1 No-Action Developments*

Project Site

1.5-Mile Radius

Open Space

**See Table ES-4, "Development Projects in the Future Without the Proposed Actions (No-Action Condition)," for further information on No Action Developments*

Figure ES-7

NO-ACTION DEVELOPMENTS

KPC Mixed-Use Project

NEW YORK STATE OF OPPORTUNITY. Empire State Development

Table ES-4: Development Projects in the Future Without the Proposed Actions (No Action Condition)

Map ID	Development Name	Address	Description
1	Utica Crescent	832 Rutland Road	The proposed 413,356-sf mixed-use development located at the intersection of East 49th Street and Rutland Road will consist of two 12-story buildings with approximately 322 residential units (340,000 sf); up to 24,000 sf of commercial space and up to 29,000 sf of community facility space (with the total combined commercial and community facility space capped at 38,000 sf); approximately 10,000 sf of space for medical facilities and offices; approximately 53 enclosed parking spaces (25,356 sf); and approximately 39 surface parking spaces.
2	Kingsbrook Estates Project	86 East 49th Street, 808 Rutland Road, and 545 Schenectady Avenue	The Kingsbrook Estates Project is a proposed 288,951-sf mixed-use development comprising three sites within the Kingsbrook Jewish Medical Center Campus located at 86 East 49th Street, 808 Rutland Road, and 545 Schenectady Avenue. The development will provide 333 residential units.
3	Clarkson Estates Project	329 Clarkson Avenue	The proposed 345,000-sf mixed-use complex located at 329 Clarkson Avenue will contain approximately 328 affordable housing units (298,000 sf); 32,000 sf of community facility space (of which 2,000 sf may be programmed as commercial space); and 80 enclosed parking spaces (15,000 sf).
4*	906 East New York Avenue	906 East New York Avenue	The 45,462-sf, eight-story mixed-use development located at 906 East New York Avenue between Utica Avenue and Schenectady Avenue contains 44 residential units (38,437 sf), 7,024 sf of community facility space, and 14 enclosed parking spaces.
5	500 Kingston Avenue	500 Kingston Avenue	The proposed 57,800-sf, seven-story mixed-use development located at the intersection of East New York Avenue and Kingston Avenue will provide 32 residential units (28,312 sf), 9,431 sf of community facility space, and 17 enclosed parking spaces.
6*	102-110 East 53rd Street	102-110 East 53rd Street	Three residential developments, each of which comprise eight residential units (24 total), were recently completed between Winthrop Street and Clarkson Avenue.
7	643 Midwood Street	643 Midwood Street	The proposed 13,598-sf, four-story residential development located between Albany Avenue and Troy Avenue will provide 21 residential units (13,598 sf).
8	76 East 53rd Street	76 East 53rd Street	The proposed four-story residential development located at the intersection of Winthrop Street and East 53rd Street will provide 12 residential units (9,003 sf) and six enclosed parking spaces.
9	577 Maple Street	577 Maple Street	The proposed seven-story development, located between Kingston Avenue and Albany Avenue, will provide community facility space directly adjacent to the 50,737-sf, seven-story mixed-use development located at 630-634 East New York Avenue, which was built in 2019 by the same property owner.
10*	The Arch	1101 President Street	New community hub offering space for local non-profits, recreation, and 323 dwelling units, 160 of which are affordable.

Table ES-4: Development Projects in the Future Without the Proposed Actions (No Action Condition) (continued)

Map ID	Development Name	Address	Description
11*	Bedford Union Armory 2	1089 President Street	New eight-story residential development containing 60 affordable residential units.
12	Marcus Garvey Phase 1	367 Bristol Street, 747 Thomas Boyland Street, and 461 Chester Street	The proposed 365,000-sf mixed-use complex located at 367 Bristol Street, 747 Thomas Boyland Street, and 461 Chester Street will contain approximately 348 affordable housing units, and over 10,000 sf of commercial and community facility space.
13	407 Remsen Ave	407 Remsen Ave	The proposed 60,843-sf mixed-use complex located at 407 Remsen Avenue will contain approximately 44 housing units, of which 11 will be affordable, 6,175 sf of community facility space, and 5,773 sf of commercial space.
14*	1 Sullivan Place	1 Sullivan Place	A recently completed 12-story residential building with 52 dwelling units, of which 14 are affordable.
15	406 Remsen Ave	406 Remsen Ave	The proposed eight-story, 100,520-sf mixed-use development located at 406 Remsen Avenue will provide 95 residential units (68,000 sf), of which 26 will be affordable, 34 enclosed parking spaces, as well as commercial and community facility space.
16	250 Winthrop Street	250 Winthrop Street	The proposed eight-story residential building located at 250 Winthrop Street will provide 49 residential units, as well as 15 enclosed parking spaces.
17*	1042 President Street	1042 President Street	Recently completed eight-story residential building located at 1042 President Street contains 55 residential units, of which 18 are affordable, as well as enclosed parking.
18*	Weeksville 1559 Prospect Place	1559 Prospect Place	The recently completed eight-story residential development located at 1559 Prospect Place includes 45 residential units, of which 20 are dedicated to senior housing.
19	1718 President Street	1718 President Street	The proposed eight-story residential development located 1718 President Street will provide 37 residential units, of which 10 will be affordable.
20*	Vital Brooklyn - Brookdale	521 East 98th Street	Recently completed 185,000-sf mixed use development with 160 affordable dwelling units, 36 of which are dedicated to youth aging out of foster care and individuals with developmental disabilities
21	975 Nostrand Avenue	975 Nostrand Avenue	The proposed nine-story mixed-use development located at 975 Nostrand Avenue will provide 328 residential units, of which approximately 99 will be affordable, as well as commercial and community facility space.
22	153 East 51st Street	153 East 51st Street	The proposed four-story residential development located at 153 East 51st Street will provide eight residential units.
23	862-864 East 34th Street	862-864 East 34th Street	Two four-story residential buildings are proposed at 862 and 864 East 34th Street, providing a total of 13 new residential units.
24*	333 Linden Boulevard	333 Linden Boulevard	Recently completed seven-story mixed-use development located at 333 Linden Boulevard containing 41 residential units, of which 13 are affordable units.
25*	485 East 28th Street	485 East 28th Street	Recently completed six-story residential development located at 485 East 28th Street containing 17 residential units, of which six are affordable units.

Table ES-4: Development Projects in the Future Without the Proposed Actions (No Action Condition) (continued)

Map ID	Development Name	Address	Description
26*	30 East 29th Street	30 East 29th Street	Recently completed four-story residential development located at 30 East 29th Street containing seven residential units, of which three are affordable units.
27*	576 Lenox Road	576 Lenox Road	Recently completed four-story residential development located at 576 Lenox Road containing eight residential units, of which three are affordable units.
28*	735 Fenimore Street	735 Fenimore Street	Recently completed four-story residential development located at 735 Fenimore Street containing four affordable residential units.
29*	1463 New York Avenue	1463 New York Avenue	Recently completed six-story mixed-use development located at 1463 New York Avenue containing 17 residential units, of which four are affordable units.
30*	The Farra	3415 Farragut Road	The Farra is a seven-story residential development located at 3415 Farragut Road which contains 42 residential units and 20 enclosed parking spaces.
31*	1489-1495 Brooklyn Avenue	1489-1495 Brooklyn Avenue	Recently completed two five-story residential developments located at 1489-1495 Brooklyn Avenue (formerly 3603 Farragut Road) containing eight residential units each (16 total).
32*	282 East 32nd Street	282 East 32nd Street	Recently completed five-story residential development located at 282 East 32nd Street containing 14 residential units and seven enclosed parking spaces.
33*	254 East 28th Street	254 East 28th Street	Recently completed four-story residential development located at 254 East 32nd Street containing 10 residential units.
34*	53 East 51st Street	53 East 51st Street	Recently completed four-story residential development located at 53 East 51st Street containing six residential units.
35	533 Albany Avenue	533 Albany Avenue	The proposed six-story mixed-use development located at 533 Albany Avenue will provide nine residential units, as well as 1,950 sf of medical offices.
36	585 Albany Avenue	585 Albany Avenue	The six-story mixed-use development located at 585 Albany Avenue will have 19 residential units, 71,475 sf of commercial space, and 17 parking spaces.
37	Mason Gray	959 Sterling Place	The proposed seven-story residential development located at 959 Sterling Place will provide 158 residential units, of which 48 will be affordable units.

*Indicates project recently completed.

Source: Department of Buildings Job Applications Filings, 2024; New York City Zoning and Land Use ("Zola") Map, 2024; New York YIMBY; STV Incorporated, 2025.

Given these considerations, any determination of potential effect attributable to the Proposed Project would account for the potential cumulative effects related to these 37 projects, as they are considered all together as part of the No Action condition used for analysis of the Proposed Project. Therefore, the potential for cumulative effects associated with all reasonably foreseeable development projects anticipated to be completed by the 2034 analysis year are fully considered in this EIS.

Mitigation Measures

In accordance with the *CEQR Technical Manual*, where significant adverse impacts are identified, mitigation to reduce or eliminate the impacts to the fullest extent practicable is developed and evaluated. Where potential significant adverse impacts have been identified — in the areas of historic and cultural resources (architectural resources), urban design and visual resources (visual resources), transportation (traffic and bus service), and construction (traffic, bus service, and noise) — measures are examined to mitigate the anticipated impacts. The potential for a significant parking shortfall has been identified both during construction and after completion of the Proposed Project, although the *CEQR Technical Manual* does not consider parking shortfalls to be significant adverse impacts requiring mitigation. In addition, a potential temporary significant adverse impact has been identified in the area of community facilities (early childhood programs).

As described in Chapter 4, "Community Facilities and Services," approximately 157 general affordable housing units would be introduced in Phase 1 of construction of the Proposed Project, which, based on the early childhood program multipliers provided in the *CEQR Technical Manual,* would generate approximately 28 children who would be eligible for publicly funded early childhood programs prior to the development of any on-site early childhood programming space. With the addition of these children, based on the available NYCDOE data for capacity and utilization, publicly funded early childhood programs in the study area would temporarily operate at approximately 195.9 percent utilization (an increase of approximately 9.5 percent compared to the No Action condition) with a shortfall of approximately 282 slots. This increase in utilization could result in a temporary significant adverse impact to early childhood programs in the study area between October 2029 (100 percent occupancy of Phase 1) and March 2033 (100 percent occupancy of Phase 2), when childcare impacts resulting from the Proposed Project would be reduced to less-than-significant levels with the introduction of space to be used for early childhood programming in the SEIU facility developed in Phase 2. This temporary significant impact, if it arises, would remain unmitigated.

As described in Chapter 7, "Historic and Cultural Resources," the Proposed Project would include the removal of buildings #6, #7, #8, #12, and #12a and the construction of new buildings on the Project Site, which would result in a significant adverse impact to historic architectural resources.[17] A MOA was

[17] Additionally, SHPO requested an Alternatives Analysis to demonstrate that the buildings could not be adaptively reused, which was reviewed and accepted on June 3, 2024 (see Appendix E, "Historic and Cultural Resources – Agency Consultation").

executed on December 4, 2024, which outlines mitigation measures to address the adverse impact on the S/NRHP-eligible resource (see Appendix E, "Historic and Cultural Resources – Agency Consultation"). The MOA agreed to by the Developer, ESD, HCR, and SHPO establishes the course of action necessary for successful mitigation of the adverse impacts of the demolition of KPC buildings #6, #7, #8, #12, and #12a, in accordance with Section 106 of the NHPA, including:

- Level II HABS documentation of the five KPC buildings proposed for demolition;
- Installation of a permanent publicly accessible display consisting of photographs and information relating to the history of the KPC;
- Implementation of a CPP to protect the one existing historic resource in the S/NRHP-eligible District identified within 90 feet of the APE (KPC Building #29). The CPP would be required to be submitted to SHPO for review and approval prior to any construction within 90 feet of Building #29 to ensure the integrity of Building #29 during project construction;
- Demolition of the buildings, to the extent practicable, in a manner facilitating reuse or recycling and diversion of materials from landfills; and
- Provisions regarding the treatment of unanticipated discoveries during construction.

As described in Chapter 8, "Urban Design and Visual Resources," the overall size of the S/NRHP-eligible KPC campus would be reduced, which would result in a significant adverse impact to visual resources in the future with the Proposed Project. However, the Proposed Project would maintain views of the KPC campus to the east of the Project Site, introduce a new visual resource to the study area in the form of 2.16 acres of publicly accessible open space, and would only affect a portion of the KPC campus that is functionally separate from the remaining portion of the campus to the east of the Project Site. Although the Proposed Project would result in this significant adverse impact to the historic campus as a visual resource, the introduction of a new visual resource in the form of the publicly accessible open space would maintain and improve upon the character of the overall campus and complement the urban design of the surrounding area. Therefore, the Proposed Project would provide mitigation for this adverse impact to visual resources.

As described in Chapter 14, "Transportation," traffic conditions are evaluated for the weekday AM, midday, PM, and Saturday midday peak hours at nine intersections in the traffic study area where additional traffic resulting from the Proposed Project would be most heavily concentrated. As summarized in Chapter 14, "Transportation," Table 14-11, "2034 With Action Conditions," the traffic impact analysis indicates the potential for significant adverse impacts at seven intersections during one or more analyzed peak hours, including the Clarkson Avenue intersections of Utica Avenue, East 43rd Street, Albany Avenue, and New York Avenue, and the Winthrop Street intersections of Utica Avenue, Albany Avenue, and Troy Avenue.

For significant impacts identified for movements that operated as LOS E or F in the With Action condition, improvements were identified to achieve the same or reduced delays as those that would be experienced in the No Action condition. Most of these impacts could be mitigated through the implementation of

traffic engineering improvements, including modification of traffic signal phasing/timing and/or intersection approach lane reconfiguration. While significant adverse impacts predicted at three intersections could be fully mitigated in all analysis periods, significant adverse traffic impacts during one or more analysis period at four intersections could not be mitigated during certain analysis time periods and would remain unmitigated.

As described in Chapter 14, "Transportation," the study area is served by a total of four local bus routes operated by MTA: the B12, B44, B46, and B35. The Proposed Project is projected to generate a total of approximately 430, 232, 421, and 375 incremental bus trips on these routes during the weekday AM, midday, PM and Saturday midday peak hours, respectively. The new demand from the Proposed Project would only exceed the 50-trip *CEQR Technical Manual* analysis threshold along the B12 bus route.

The Proposed Project would result in a capacity shortfall for the B12 bus route during the weekday AM peak hour for the eastbound route. As a result, the B12 bus route would experience a significant adverse impact based on *CEQR Technical Manual* criteria. The significant adverse impact to these bus services could be mitigated by increasing the number of buses in the peak hours.

As described in Chapter 14, "Transportation," the parking analysis projects changes in the parking supply and utilization within a quarter-mile radius of the Project Site under both No Action and With Action conditions.

Overall, the Proposed Project is projected to generate an on-street parking demand that would result in a parking shortfall of 98 spaces during the weekday AM (4 AM – 6 AM) period and 80 spaces during the weekday midday period (11 AM – 1 PM). Additionally, the proposed traffic mitigation measures to provide exclusive left-turn lanes would eliminate approximately 41 on-street parking spaces, of which 37 spaces would be within a quarter-mile radius walking distance of the Project Site. This reduction in on-street parking supply would increase the weekday early morning parking shortfall from 98 to 135 spaces and the weekday midday parking shortfall from 80 to 117 spaces. Given that the parking demand exceeds the available on-street parking supply, the Proposed Project would result in a significant parking shortfall. However, a significant parking shortfall is not considered a significant adverse environmental impact. Drivers experiencing a parking shortfall may search beyond the typical quarter-mile walk radius from the Project Site. Alternatively, opportunities may be available for residents and/or workers of the Proposed Project to park within nearby private parking garages that operate under capacity.

As described in Chapter 20, "Construction," the results of a detailed traffic analysis for 2033 (Q1) show that construction of the Proposed Project, in combination with completed portions of the Proposed Project occupied by the peak construction period, would result in significant adverse impacts at seven intersections during the construction peak hours, including the Clarkson Avenue intersections of Utica Avenue, East 43rd Street, Albany Avenue, and New York Avenue, and the Winthrop Street intersections of Utica Avenue, Albany Avenue, and Troy Avenue. The impacts at three intersections could be mitigated in all analysis periods through the implementation of traffic engineering improvements, similar to those

proposed for the With-Action condition, including modification of traffic signal phasing/timing and/or intersection approach lane reconfiguration. Significant impacts at the remaining four intersections would remain unmitigated in one or more analysis periods. A traffic monitoring program would be implemented leading up to peak construction periods in Phase 1 and Phase 2 to determine whether earlier implementation of mitigation measures is warranted, and where there were no feasible mitigation measures identified for construction Phase 3, to confirm that no practicable mitigation is available during earlier phases.

As described in Chapter 20, "Construction," construction-related traffic in combination with occupancy of completed Proposed Project buildings is projected to result in an on-street parking shortfall of 96 and 178 spaces during the weekday AM and midday peak hours, respectively. Additionally, the proposed traffic mitigation measures to provide exclusive left-turn lanes would eliminate approximately 37 on-street parking spaces at the two intersections within a quarter-mile walking distance from the Project Site, which would increase the parking shortfall to 133 and 215 spaces during the weekday AM and midday peak hours, respectively. However, a significant parking shortfall is not considered a significant adverse environmental impact.

As described in Chapter 20, "Construction," construction activities associated with the Proposed Project would result in temporarily elevated noise levels causing construction noise impacts at existing residential buildings surrounding the Project Site and at buildings that would be introduced as part of the Proposed Project. During some stages of construction, particularly work tasks such as demolition, excavation/foundation, superstructure, and exterior closure work, activities could also result in unavoidable significant construction impacts related to noise at certain buildings that would be introduced as part of the Proposed Project. However, elevated noise levels related to construction would be relatively short-term in nature given that high-noise-intensity activities would not last for extended periods of time. As construction activities move throughout the Project Site, no one location would be impacted consistently. Once the highest noise-generating construction activities requiring equipment (such as excavators and bulldozers) are completed, noise levels from other construction activities and equipment (such as generators or front-end loaders) may occasionally still result in an exceedance of noise criteria levels; however, it is anticipated that overall construction noise levels would decrease over time. Higher noise levels would be mitigated by the use of construction industry best practices and the implementation of ESD Environmental Controls for noise reduction.

Unavoidable Adverse Impacts of the Proposed Project

According to the *CEQR Technical Manual*, unavoidable significant adverse impacts are significant adverse impacts that would occur with the implementation of a proposed action, regardless of the mitigation employed, or if mitigation were not possible. As described in Chapter 23, "Mitigation Measures," significant adverse impacts in the following technical areas have been identified: historic and cultural resources (architectural resources), urban design and visual resources (visual resources), transportation

(traffic and transit), and construction (traffic, bus service, and noise). The potential for a significant parking shortfall has been identified both during construction and after completion of the Proposed Project, although the *CEQR Technical Manual* does not consider parking shortfalls to be significant adverse impacts. In addition, a potential temporary significant adverse impact has been identified in the area of community facilities (early childhood programs).

To the extent practicable, mitigation measures are proposed in this EIS for the identified significant adverse impacts. As described in Chapter 4, "Community Facilities and Services," and Chapter 23, "Mitigation Measures," based on available capacity and utilization data from the NYCDOE, the Proposed Project could result in a potential temporary significant adverse impact to publicly funded early childhood programs between the completion of Phase 1 and the completion of Phase 2. The temporary significant impact, if it arises, would remain unmitigated and is therefore unavoidable.

As described in Chapter 7, "Historic and Cultural Resources," and Chapter 23, "Mitigation Measures," the executed MOA, agreed to by the Developer, HCR, ESD, and SHPO, outlines mitigation measures to address the significant adverse impact to historic architectural resources. However, the demolition of the five existing buildings that contribute to the historic significance of the KPC campus would be unavoidable.

As described in Chapter 8, "Urban Design and Visual Resources," the Proposed Project would result in an unavoidable significant adverse impact to the S/NRHP-eligible KPC campus as a visual resource given its overall size would be reduced. However, the introduction of a new visual resource in the form of the publicly accessible open space would maintain and improve upon the character of the overall campus and complement the urban design of the surrounding area. Therefore, the Proposed Project would provide mitigation for this adverse impact to visual resources.

As described in Chapter 14, "Transportation," the Proposed Project would result in significant adverse traffic impacts at seven study area intersections during one or more analyzed peak hours. While significant adverse impacts at three intersections could be fully mitigated in all analysis periods, traffic impacts at four intersections could not be mitigated and would remain unmitigated in one or more analysis periods. The predicted significant adverse impacts to bus services could be fully mitigated by adding additional bus service to the affected route. The general policy of NYCT is to provide additional bus service where demand warrants, taking into account financial and operational constraints. Note that if additional bus service is not provided, the impacts would be unavoidable. Drivers affected by the predicted parking shortfall during construction and after completion may search beyond the typical quarter-mile walk radius from the Project Site. Alternatively, opportunities may be available for residents and/or workers of the Proposed Project to park within nearby private parking garages that operate under capacity.

Mitigation measures have also been outlined to minimize the significant adverse impacts related to construction-period traffic, transit, noise, and architectural resources that have been predicted and discussed in Chapter 20, "Construction," and Chapter 23, "Mitigation Measures." Significant adverse

impacts to construction-period traffic were identified at seven intersections, with unavoidable significant adverse impacts at four intersections remaining during one or more analysis periods. An unmitigated significant adverse impact would occur at four intersections during one or more analysis periods. Mitigation measures have been identified that would fully mitigate the significant adverse construction-period impacts to bus service. Drivers experiencing a parking shortfall may search beyond the typical quarter-mile walk radius from the Project Site. Alternatively, opportunities may be available for residents and/or workers of the Proposed Project to park within nearby private parking garages that operate under capacity. Practicable mitigation measures are identified in this EIS that would mitigate construction-period noise effects, though some criteria for acceptable interior noise levels would be exceeded at occupied portions of the Proposed Project during the noisiest construction activities; the potential worst-case construction-period noise effects would be of limited duration. Both the noise impacts and parking shortfall during the construction period may prove to be partially unavoidable.

Growth-Inducing Aspects of the Proposed Project

Given the Proposed Actions and the context of the Project Site, the Proposed Actions would not induce new development or substantial changes to existing development in the area surrounding the Project Site. The Proposed Project would directly affect the historic development pattern of the block currently comprising the KPC campus, but these changes in development, including land use type, building intensity, and urban design would be limited to the Project Site. The remainder of the KPC campus is not expected to undergo further development for any reason, as it contains fully utilized buildings, which function appropriately for current KPC needs. The surrounding neighborhood is also expected to remain generally in its current state of development with the Proposed Project, other than currently planned No Action projects described above.

Irreversible and Irretrievable Commitment of Resources

There are several resources, both natural and built, that would be expended in the construction and operation of any development that may result from the Proposed Actions. These resources include the building materials used in the construction of the Proposed Project; energy in the form of natural gas, petroleum products, and electricity consumed during construction; electricity consumed for the operation of the residential buildings and commercial space; and the human effort required to develop, construct, and operate various components of any potential development. These resources are considered irretrievably committed because their reuse for some other purpose would be impossible or highly unlikely.

The Proposed Actions would constitute an irreversible and irretrievable commitment of a potential development site, as a land resource, thereby rendering land use for other purposes infeasible. The irreversible and irretrievable commitment of non-renewable energy would facilitate the provision of needed affordable housing. Further, the commitment of underutilized State-owned land resources

comprising the Project Site, for the purpose of providing affordable housing in this location, would be in the public interest. Therefore, considered together, the irreversible and irretrievable commitment of resources would not represent a significant adverse impact.