

# Jewel Streets Neighborhood Plan

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## Environmental Assessment Statement

CEQR No. 26HPD019Y

LEAD AGENCY:



Department of  
Housing Preservation  
& Development

PREPARED BY:



November 14, 2025



## City Environmental Quality Review

## ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM

Please fill out and submit to the appropriate agency ([see instructions](#))**Part I: GENERAL INFORMATION****PROJECT NAME** Jewel Streets Neighborhood Plan**1. Reference Numbers**CEQR REFERENCE NUMBER (to be assigned by lead agency)  
26HPD019Y

BSA REFERENCE NUMBER (if applicable)

ULURP REFERENCE NUMBER (if applicable)  
[PENDING]OTHER REFERENCE NUMBER(S) (if applicable)  
(e.g., legislative intro, CAPA)**2a. Lead Agency Information**

NAME OF LEAD AGENCY

NYC Housing Preservation &amp; Development (HPD)

NAME OF LEAD AGENCY CONTACT PERSON

Anthony Howard - Director, Environmental Planning

**2b. Applicant Information**

NAME OF APPLICANT

NYC Housing Preservation &amp; Development (HPD)

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON

Sarit Platkin - Executive Director of Neighborhood Planning and Equity Initiatives

ADDRESS 100 Gold Street

ADDRESS 100 Gold Street

CITY New York

STATE NY

ZIP 10038

CITY New York

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**3. Action Classification and Type****SEQRA Classification**☐ UNLISTED ☒ TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): NYCRR §617.4(b)(2)**Action Type** (refer to [CEQR Technical Manual Chapter 2](#), "Establishing the Analysis Framework" for guidance)☐ LOCALIZED ACTION, SITE SPECIFIC☒ LOCALIZED ACTION, SMALL AREA☐ GENERIC ACTION**4. Project Description**

The City of New York Department of Housing Preservation and Development (HPD), together with the New York City Department of Environmental Protection (DEP) and the Department of Citywide Administrative Services (DCAS) (collectively, the "Applicant"), proposes a series of land use actions including zoning map amendments, zoning text amendments (including designating a Mandatory Inclusionary Housing [MIH] Area), site selection, acquisition, Designation of Urban Development Action Areas (UDAA), project approval of Urban Development Action Area Projects (UDAAP), disposition and a City Map change (the "Proposed Actions"). The Proposed Actions would allow for DEP wastewater and sewer system improvements to portions of the Project Area, as well as the development of new uses and higher densities at 33 Projected Development Sites by 2040 (the "Build Year") and an additional five Potential Development Sites. The total development expected to occur on the 33 Projected Development Sites in the With-Action condition would consist of approximately 5,839,248 gsf of floor area, including 5,207,180 gsf of residential floor area (approximately 5,167 DUs), a substantial proportion of which are expected to be affordable pursuant to MIH and City-based programs, 191,068 gsf of local retail uses, 104,300 gsf of office uses, and 305,647 gsf of community facility uses, as well as 1,894 accessory parking spaces. The estimated population under the With-Action condition would include a total of approximately 15,397 residents and 2,460 workers on these projected development sites.

**Project Location**

BOROUGH Brooklyn &amp; Queens

COMMUNITY DISTRICT(S) BK 05 &amp; QN 10

STREET ADDRESS Refer to Appendix A-1

TAX BLOCK(S) AND LOT(S) Refer to Appendix A-1 and Figures 8a-8l

ZIP CODE 11208 &amp; 11414

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Refer to Figures 1 and 2

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY Refer to Figure 3

ZONING SECTIONAL MAP NUMBER 18a, 18b, 17d

**5. Required Actions or Approvals** (check all that apply)**City Planning Commission:** ☒ YES☐ NO☒ UNIFORM LAND USE REVIEW PROCEDURE (ULURP)☒ CITY MAP AMENDMENT☐ ZONING CERTIFICATION☐ CONCESSION☒ ZONING MAP AMENDMENT☐ ZONING AUTHORIZATION☒ UDAAP

- |   |   |  |
|---|---|--|
| <input checked="" type="checkbox"/> ZONING TEXT AMENDMENT   | <input checked="" type="checkbox"/> ACQUISITION—REAL PROPERTY | <input type="checkbox"/> REVOCABLE CONSENT |
| <input checked="" type="checkbox"/> SITE SELECTION—PUBLIC FACILITY  | <input checked="" type="checkbox"/> DISPOSITION—REAL PROPERTY | <input type="checkbox"/> FRANCHISE         |
| <input type="checkbox"/> HOUSING PLAN & PROJECT   | <input type="checkbox"/> OTHER, explain:                      |  |
| <input type="checkbox"/> SPECIAL PERMIT (if appropriate, specify type: <input type="checkbox"/> modification; <input type="checkbox"/> renewal; <input type="checkbox"/> other); EXPIRATION DATE: |   |  |

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

**Department of Environmental Protection:** ☒ YES ☐ NO ☐ Cogeneration Facility ☐ Title V Permit**Other City Approvals Subject to CEQR** (check all that apply)

- |   |   |
|---|---|
| <input type="checkbox"/> LEGISLATION                                  | <input checked="" type="checkbox"/> FUNDING OF CONSTRUCTION, specify: Potential HPD construction funding on sites within the Project Area |
| <input type="checkbox"/> RULEMAKING                                   | <input type="checkbox"/> POLICY OR PLAN, specify:   |
| <input checked="" type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES | <input type="checkbox"/> FUNDING OF PROGRAMS, specify:  |
| <input type="checkbox"/> 384(b)(4) APPROVAL                           | <input type="checkbox"/> PERMITS, specify:  |
| <input type="checkbox"/> OTHER, explain:                              |   |

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

- |   |   |
|---|---|
| <input type="checkbox"/> PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC) | <input type="checkbox"/> LANDMARKS PRESERVATION COMMISSION APPROVAL |
| <input type="checkbox"/> OTHER, explain:  |   |

**State or Federal Actions/Approvals/Funding:** ☒ YES ☐ NO If "yes," specify: US Department of Housing and Urban Development (HUD) Community Development Block Grant Disaster Relief (CDBG-DR) funds**6. Site Description:** The directly affected area consists of the project site and the area subject to any change in regulatory controls. Except where otherwise indicated, provide the following information with regard to the directly affected area.**Graphics:** The following graphics must be attached and each box must be checked off before the EAS is complete. Each map must clearly depict the boundaries of the directly affected area or areas and indicate a 400-foot radius drawn from the outer boundaries of the project site. Maps may not exceed 11 x 17 inches in size and, for paper filings, must be folded to 8.5 x 11 inches.

- |  |  |   |
|--|--|---|
| <input checked="" type="checkbox"/> SITE LOCATION MAP  | <input checked="" type="checkbox"/> ZONING MAP   | <input checked="" type="checkbox"/> SANBORN OR OTHER LAND USE MAP |
| <input checked="" type="checkbox"/> TAX MAP  | <input checked="" type="checkbox"/> FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S) |   |
| <input checked="" type="checkbox"/> PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP |  |   |

**Physical Setting** (both developed and undeveloped areas)

Total directly affected area (sq. ft.): To be described in EIS      Waterbody area (sq. ft.) and type: To be described in EIS

Roads, buildings, and other paved surfaces (sq. ft.): To be described in EIS      Other, describe (sq. ft.): To be described in the EIS

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): Refer to Attachment B

|                                |  |
|--------------------------------|--|
| NUMBER OF BUILDINGS:           | GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): |
| HEIGHT OF EACH BUILDING (ft.): | NUMBER OF STORIES OF EACH BUILDING:          |

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

If "yes," specify: The total square feet owned or controlled by the applicant: To be described in EIS

The total square feet not owned or controlled by the applicant: To be described in EIS

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

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

|  |  |
|--|--|
| AREA OF TEMPORARY DISTURBANCE: To be described in EIS sq. ft. (width x length) | VOLUME OF DISTURBANCE: To be described in EIS cubic ft. (width x length x depth) |
|--|--|

|  |
|--|
| AREA OF PERMANENT DISTURBANCE: To be described in EIS sq. ft. (width x length) |
|--|

**8. Analysis Year** [CEQR Technical Manual Chapter 2](#)

ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2040

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: N/A

|  |  |
|--|--|
| WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO  | IF MULTIPLE PHASES, HOW MANY? To be described in EIS |
| <p><b>BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:</b> NYCDEP will implement improvements to the sewer and wastewater system in the Project Area beginning as early as 2027. These improvements will consist of the installation of storm and sanitary sewer systems, which would include piping, a storm and sanitary pump station, a sanitary sewer force main, bluebelts located north and south of Linden Boulevard, hydraulic structures at Spring Creek, and roadway raising. These improvements are necessary for the construction of sites in the North and South Jewel Streets Sub-Areas. Following completion of these improvements, phased construction will begin with the last of the Projected Development Sites constructed by 2040. Construction activities and duration will vary by site but will generally consist of a demolition/excavation/foundation phase, building/superstructure/exterior phase, and exterior fit-out stage. Individual site construction duration will vary from one to three years. In addition to the 33 Projected Development Sites, five Potential Development Sites are anticipated to be developed after the 2040 build year.</p> |  |
| <p><b>9. Predominant Land Use in the Vicinity of the Project</b> (check all that apply)</p> <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="display: flex; gap: 10px;"> <span><input checked="" type="checkbox"/> RESIDENTIAL</span> <span><input checked="" type="checkbox"/> MANUFACTURING</span> <span><input checked="" type="checkbox"/> COMMERCIAL</span> <span><input checked="" type="checkbox"/> PARK/FOREST/OPEN SPACE</span> </div> <div style="text-align: right;"> <span><input checked="" type="checkbox"/> OTHER, specify:<br/>Transportation/Utility and<br/>Public Facilities/Institutions</span> </div> </div>   |  |



## DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions. **This table reflects development on Projected Development Sites only**

|   | EXISTING<br>CONDITION   | NO-ACTION<br>CONDITION   | WITH-ACTION<br>CONDITION   | INCREMENT        |
|---|---|--|--|------------------|
| <b>LAND USE</b>   |   |  |  |                  |
| <b>Residential</b>  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                       | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                      | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                      |                  |
| If "yes," specify the following:  |   |  |  |                  |
| Describe type of residential structures   | One- and two-family homes on Projected Development Sites 12, 20, 25, 28, 30, 31, 32, and 33.              | One- and two-family homes on Projected Development Sites 12, 20, 25, 28, 30, 31, 32, and 33.             | Multi-family apartments on all Projected Development Sites, except for Site 24.                          |                  |
| No. of dwelling units   | 17  | 17   | 5,167  | +5,150           |
| No. of low- to moderate-income units  | 17  | 17   | 2,194 to 2,494   | +2,177 to +2,477 |
| Gross floor area (sq. ft.)  | 12,158  | 12,158   | 5,207,180  | +5,195,022       |
| <b>Commercial</b>   | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                       | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                      | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                      |                  |
| If "yes," specify the following:  |   |  |  |                  |
| Describe type (retail, office, other)   | Local retail, offices, supermarket, and restaurant on Projected Development Sites 1, 2, 4, 7, 11, and 21. | Local retail, offices, supermarket, and restaurant on Projected Development Sites 1, 2, 4, 7, 11, and 21 | Local retail, supermarket, and offices on Projected Development Sites 1, 3, 7, 8, 9, 10, 11, 22, and 23. |                  |
| Gross floor area (sq. ft.)  | 173,728   | 173,728  | 321,676  | +147,948         |
| <b>Manufacturing/Industrial</b>   | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                       | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                      | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                      |                  |
| If "yes," specify the following:  |   |  |  |                  |
| Type of use   | Auto-related  | Auto-related   | DEP Pump Station   |                  |
| Gross floor area (sq. ft.)  | 3,295   | 3,295  | 4,746  | +1,451           |
| Open storage area (sq. ft.)   |   |  |  |                  |
| If any unenclosed activities, specify:  |   |  |  |                  |
| <b>Community Facility</b>   | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                       | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                      | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                      |                  |
| If "yes," specify the following:  |   |  |  |                  |
| Type  | Medical offices and a house of worship on Projected Development Sites 2 and 5.                            | Medical offices and a house of worship on Projected Development Sites 2 and 5.                           | Medical offices and other community facilities on Projected Development Sites 2, 6, 7, 21, and 22.       |                  |
| Gross floor area (sq. ft.)  | 49,188  | 49,188   | 305,647  | +256,459         |
| <b>Vacant Land</b>  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                       | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                      | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                      |                  |
| If "yes," describe:   | Undeveloped lots and lots used for equipment storage  | Undeveloped lots and lots used for equipment storage   |  |                  |
| <b>Publicly Accessible Open Space</b>   | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                       | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                      | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO                                      |                  |
| If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other): |   |  | TBD in EIS   |                  |
| <b>Other Land Uses</b>  | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                       | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                      | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                      |                  |
| If "yes," describe:   |   |  |  |                  |
| <b>PARKING</b>  |   |  |  |                  |
| <b>Garages</b>  | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                       | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                      | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                                      |                  |
| If "yes," specify the following:  |   |  |  |                  |
| No. of public spaces  |   |  |  |                  |
| No. of accessory spaces   |   |  |  |                  |
| Operating hours   |   |  |  |                  |

**This table reflects development on Projected Development Sites only**

|   | EXISTING<br>CONDITION  | NO-ACTION<br>CONDITION   | WITH-ACTION<br>CONDITION   | INCREMENT |
|---|--|--|--|-----------|
| Attended or non-attended  |  |  |  |           |
| <b>Lots</b>   | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  |           |
| If "yes," specify the following:  |  |  |  |           |
| No. of public spaces  | 0  | 0  | 0  |           |
| No. of accessory spaces   | 1,150  | 1,150  | 1,894  | +744      |
| Operating hours   | N/A  | N/A  | N/A  |           |
| <b>Other</b> (includes street parking)  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  |           |
| If "yes," describe:   | Street parking   | Street parking   | Street parking   |           |
| <b>POPULATION</b>   |  |  |  |           |
| <b>Residents</b>  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  |           |
| If "yes," specify number:   | 51   | 51   | 15,398   | +15,346   |
| Briefly explain how the number of residents was calculated:   | Based on the 2020 Decennial Census average household size for Brooklyn CD 5 and Queens CD 10 of 2.98.  |  |  |           |
| <b>Businesses</b>   | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  | <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO  |           |
| If "yes," specify the following:  |  |  |  |           |
| No. and type  | Office, retail, auto-related, supermarket, community facilities, and medical offices. More detail to be provided in the EIS.   | Office, retail, auto-related, supermarket, community facilities, and medical offices. More detail to be provided in the EIS. | Office, retail, supermarket, community facility, and medical offices. More detail to be provided in the EIS. |           |
| No. and type of workers by business   | 958; to be described in EIS  | 958; to be described in EIS  | 2,460; to be described in EIS  | +1,502    |
| No. and type of non-residents who are not workers   | To be described in EIS   | To be described in EIS   | To be described in EIS   |           |
| Briefly explain how the number of businesses was calculated:  | Worker estimates are based on standard employment density factors used in prior DCP neighborhood rezoning EISs. Assumptions include: one employee per 25 dwelling units; one employee per 50 parking spaces; one employee per 250 sf of office and medical office; one employee per 333.3 sf of retail; one employee per 300 sf of supermarket space; and one employee per 333.3 sf of community facility uses. For "Commercial—Other" space a default factor of one employee per 500 sf is applied. |  |  |           |
| <b>Other</b> (students, visitors, concert-goers, etc.)  | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO  | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO  | <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO  |           |
| If any, specify type and number:  |  |  |  |           |
| Briefly explain how the number was calculated:  |  |  |  |           |
| <b>ZONING</b>   |  |  |  |           |
| Zoning classification   | Refer to Figure 3  | As under Existing Conditions   | Refer to Figure 5  |           |
| Maximum amount of floor area that can be developed  | To be described in EIS   | As under Existing Conditions   | To be described in EIS   |           |
| Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project   | Refer to Figures 3 and 4   | As under Existing Conditions   | Refer to Figure 5  |           |
| Attach any additional information that may be needed to describe the project.   |  |  |  |           |
| If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site. |  |  |  |           |

**Part II: TECHNICAL ANALYSIS**

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

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

|  | YES                                 | NO                                  |
|--|-------------------------------------|-------------------------------------|
| <b>1. LAND USE, ZONING, AND PUBLIC POLICY:</b> <a href="#">CEQR Technical Manual Chapter 4</a>   |                                     |                                     |
| (a) Would the proposed project result in a change in land use different from surrounding land uses?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (b) Would the proposed project result in a change in zoning different from surrounding zoning?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (c) Is there the potential to affect an applicable public policy?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. See Attachment B  |                                     |                                     |
| (e) Is the project a large, publicly sponsored project?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If "yes," complete a PlanYC assessment and attach. See Attachment B  |                                     |                                     |
| (f) Is any part of the directly affected area within the <a href="#">City's Waterfront Revitalization Program boundaries</a> ?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If "yes," complete the <a href="#">Consistency Assessment Form</a> . See Attachment B  |                                     |                                     |
| <b>2. SOCIOECONOMIC CONDITIONS:</b> <a href="#">CEQR Technical Manual Chapter 5</a>  |                                     |                                     |
| (a) Would the proposed project:  |                                     |                                     |
| o Generate a net increase of more than 200 residential units or 200,000 square feet of commercial space?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| ▪ If "yes," answer both questions 2(b)(ii) and 2(b)(iv) below.   |                                     |                                     |
| o Directly displace 500 or more residents?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| ▪ If "yes," answer questions 2(b)(i), 2(b)(iii), and 2(b)(iv) below.   |                                     |                                     |
| o Directly displace more than 100 employees?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| ▪ If "yes," answer questions under 2(b)(iii) and 2(b)(iv) below.   |                                     |                                     |
| o Affect conditions in a specific industry?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| ▪ If "yes," answer question 2(b)(v) below.   |                                     |                                     |
| (b) If "yes" to any of the above, attach supporting information to answer the relevant questions below.<br>If "no" was checked for each category above, the remaining questions in this technical area do not need to be answered. |                                     |                                     |
| <b>i. Direct Residential Displacement</b>  |                                     |                                     |
| o If more than 500 residents would be displaced, would these residents represent more than 5% of the primary study area population?  | <input type="checkbox"/>            | <input type="checkbox"/>            |
| o If "yes," is the average income of the directly displaced population markedly lower than the average income of the rest of the study area population?  | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>ii. Indirect Residential Displacement</b>   |                                     |                                     |
| o Would expected average incomes of the new population exceed the average incomes of study area populations?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If "yes:"  |                                     |                                     |
| ▪ Would the population of the primary study area increase by more than 10 percent?   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| ▪ Would the population of the primary study area increase by more than 5 percent in an area where there is the potential to accelerate trends toward increasing rents?   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| o If "yes" to either of the preceding questions, would more than 5 percent of all housing units be renter-occupied and unprotected?  | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>iii. Direct Business Displacement</b>   |                                     |                                     |
| o Do any of the displaced businesses provide goods or services that otherwise would not be found within the trade area, either under existing conditions or in the future with the proposed project?                               | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|  | YES                                 | NO                                  |
|--|-------------------------------------|-------------------------------------|
| <b>iv. Indirect Business Displacement</b>  |                                     |                                     |
| o Would the project potentially introduce trends that make it difficult for businesses to remain in the area?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>v. Effects on Industry</b>  |                                     |                                     |
| o Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>3. COMMUNITY FACILITIES:</b> <a href="#">CEQR Technical Manual Chapter 6</a>  |                                     |                                     |
| <b>(a) Direct Effects</b>  |                                     |                                     |
| o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?        | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>(b) Indirect Effects</b>  |                                     |                                     |
| <b>i. Early Childhood Programs</b>   |                                     |                                     |
| o Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If "yes," would the project result in a collective utilization rate of the Early Childhood Programs in the study area that is greater than 100 percent?  | <input type="checkbox"/>            | <input type="checkbox"/>            |
| o If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>ii. Public Schools</b>  |                                     |                                     |
| o Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in <a href="#">Chapter 6</a> )                                   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If "yes," would the project result in a utilization rate of the elementary or middle schools that is equal to or greater than 100 percent?   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| o If "yes," would the project generate 100 or more elementary or middle school students past the 100% utilization rate?  | <input type="checkbox"/>            | <input type="checkbox"/>            |
| o If "yes," would the project result in a utilization rate of the high schools that is equal to or greater than 100 percent?   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| o If "yes," would the project increase the high school utilization rate by 5 percent or more from the No-Action scenario?  | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>iii. Libraries</b>  |                                     |                                     |
| o Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in <a href="#">Chapter 6</a> )  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| o If "yes," would the additional population impair the delivery of library services in the study area?   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>iv. Health Care Facilities</b>  |                                     |                                     |
| o Would the project result in the introduction of a sizeable new neighborhood?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o If "yes," would the project affect the operation of health care facilities in the area?  | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>v. Fire and Police Protection</b>   |                                     |                                     |
| o Would the project result in the introduction of a sizeable new neighborhood?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o If "yes," would the project affect the operation of fire or police protection in the area?   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>4. OPEN SPACE:</b> <a href="#">CEQR Technical Manual Chapter 7</a>  |                                     |                                     |
| <b>(a)</b> Would the project change or eliminate existing open space?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>(b)</b> Would the project generate more than 200 additional residents or 500 additional employees?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>5. SHADOWS:</b> <a href="#">CEQR Technical Manual Chapter 8</a>   |                                     |                                     |
| <b>(a)</b> Would the proposed project result in a net height increase of any structure of 50 feet or more?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>(b)</b> Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>(c)</b> If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year. TBD in EIS                              |                                     |                                     |
| <b>6. HISTORIC AND CULTURAL RESOURCES:</b> <a href="#">CEQR Technical Manual Chapter 9</a>   |                                     |                                     |

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

|  | YES                                 | NO                                  |
|--|-------------------------------------|-------------------------------------|
| (g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation. See Attachment B   |                                     |                                     |
| <b>11. SOLID WASTE AND SANITATION SERVICES:</b> <a href="#">CEQR Technical Manual Chapter 14</a>   |                                     |                                     |
| (a) Using Table 14-1 in <a href="#">Chapter 14</a> , the project's projected operational solid waste generation is estimated to be (pounds per week): See Attachment B   |                                     |                                     |
| o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?   | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>12. ENERGY:</b> <a href="#">CEQR Technical Manual Chapter 15</a>  |                                     |                                     |
| (a) Using energy modeling or Table 15-1 in <a href="#">Chapter 15</a> , the project's projected energy use is estimated to be (annual BTUs): See Attachment B  |                                     |                                     |
| (b) Would the proposed project affect the transmission or generation of energy?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>13. TRANSPORTATION:</b> <a href="#">CEQR Technical Manual Chapter 16</a>  |                                     |                                     |
| (a) Would the proposed project exceed any threshold identified in Table 16-1 in <a href="#">Chapter 16</a> ?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:  |                                     |                                     |
| o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? <i>**It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of <a href="#">Chapter 16</a> for more information.</i> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o Would the proposed project result in more than 200 subway/rail, bus trips, or 50 Citywide Ferry Service ferry trips per project peak hour?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction), 200 subway/rail trips per station or line, or 25 or more Citywide Ferry Service ferry trips on a single route (in one direction), or 50 or more passengers at a Citywide Ferry Service landing?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o Would the proposed project result in more than 200 pedestrian trips per project peak hour?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, bus stop, or Citywide Ferry Service landing?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>14. AIR QUALITY:</b> <a href="#">CEQR Technical Manual Chapter 17</a>   |                                     |                                     |
| (a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in <a href="#">Chapter 17</a> ?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in <a href="#">Chapter 17</a> ?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in <a href="#">Chapter 17</a> ? (Attach graph as needed)   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (c) Does the proposed project involve multiple buildings on the project site?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment B   |                                     |                                     |
| <b>15. GREENHOUSE GAS EMISSIONS:</b> <a href="#">CEQR Technical Manual Chapter 18</a>  |                                     |                                     |
| (a) Is the proposed project a city capital project or a power generation plant?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (b) Would the proposed project fundamentally change the City's solid waste management system?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| (c) Would the proposed project result in the development of 350,000 square feet or more?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in <a href="#">Chapter 18</a> ?   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See <a href="#">Local Law 22 of 2008</a> ; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation. See Attachment B   | <input type="checkbox"/> TBD in EIS |                                     |
| <b>16. NOISE:</b> <a href="#">CEQR Technical Manual Chapter 19</a>   |                                     |                                     |
| (a) Would the proposed project generate or reroute vehicular traffic?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |



|   | YES                                   | NO                                  |
|---|---------------------------------------|-------------------------------------|
| (b) Would the proposed project introduce new or additional receptors (see Section 114 in <a href="#">Chapter 19</a> ) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| (c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| (d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?   | <input type="checkbox"/>              | <input checked="" type="checkbox"/> |
| (e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation. See Attachment B  |                                       |                                     |
| <b>17. PUBLIC HEALTH:</b> <a href="#">CEQR Technical Manual Chapter 20</a>  |                                       |                                     |
| (a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| (b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in <a href="#">Chapter 20</a> , "Public Health." Attach a preliminary analysis, if necessary. See Attachment B  |                                       |                                     |
| <b>18. NEIGHBORHOOD CHARACTER:</b> <a href="#">CEQR Technical Manual Chapter 21</a>   |                                       |                                     |
| (a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| (b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in <a href="#">Chapter 21</a> , "Neighborhood Character." Attach a preliminary analysis, if necessary. See Attachment B  |                                       |                                     |
| <b>19. CONSTRUCTION:</b> <a href="#">CEQR Technical Manual Chapter 22</a>   |                                       |                                     |
| (a) Would the project's construction activities involve:  |                                       |                                     |
| o Construction activities lasting longer than two years?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| o The operation of several pieces of diesel equipment in a single location at peak construction?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| o Closure of a community facility or disruption in its services?  | <input type="checkbox"/>              | <input checked="" type="checkbox"/> |
| o Activities within 400 feet of a historic or cultural resource?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| o Disturbance of a site containing or adjacent to a site containing natural resources?  | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?   | <input checked="" type="checkbox"/>   | <input type="checkbox"/>            |
| (b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in <a href="#">Chapter 22</a> , "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. See Attachment B   |                                       |                                     |
| <b>20. APPLICANT'S CERTIFICATION</b>  |                                       |                                     |
| I swear or affirm under oath and subject to the penalties for perjury that the information provided in this Environmental Assessment Statement (EAS) is true and accurate to the best of my knowledge and belief, based upon my personal knowledge and familiarity with the information described herein and after examination of the pertinent books and records and/or after inquiry of persons who have personal knowledge of such information or who have examined pertinent books and records. |                                       |                                     |
| Still under oath, I further swear or affirm that I make this statement in my capacity as the applicant or representative of the entity that seeks the permits, approvals, funding, or other governmental action(s) described in this EAS.   |                                       |                                     |
| APPLICANT/REPRESENTATIVE NAME<br>Sarit Platkin, Executive Director of<br>Neighborhood Planning and Equity<br>Initiatives, HPD   | SIGNATURE<br><br><i>Sarit Platkin</i> | DATE<br><br>11.14.2025              |

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

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

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

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

**Potentially  
Significant  
Adverse Impact**

| IMPACT CATEGORY                     | YES                                 | NO                       |
|-------------------------------------|-------------------------------------|--------------------------|
| Land Use, Zoning, and Public Policy | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Socioeconomic Conditions            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Community Facilities and Services   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Open Space                          | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Shadows                             | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Historic and Cultural Resources     | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Urban Design/Visual Resources       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Natural Resources                   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Hazardous Materials                 | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Water and Sewer Infrastructure      | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Solid Waste and Sanitation Services | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Energy                              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Transportation                      | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Air Quality                         | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Greenhouse Gas Emissions            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Noise                               | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Public Health                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Neighborhood Character              | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Construction                        | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

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

☒
☐

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

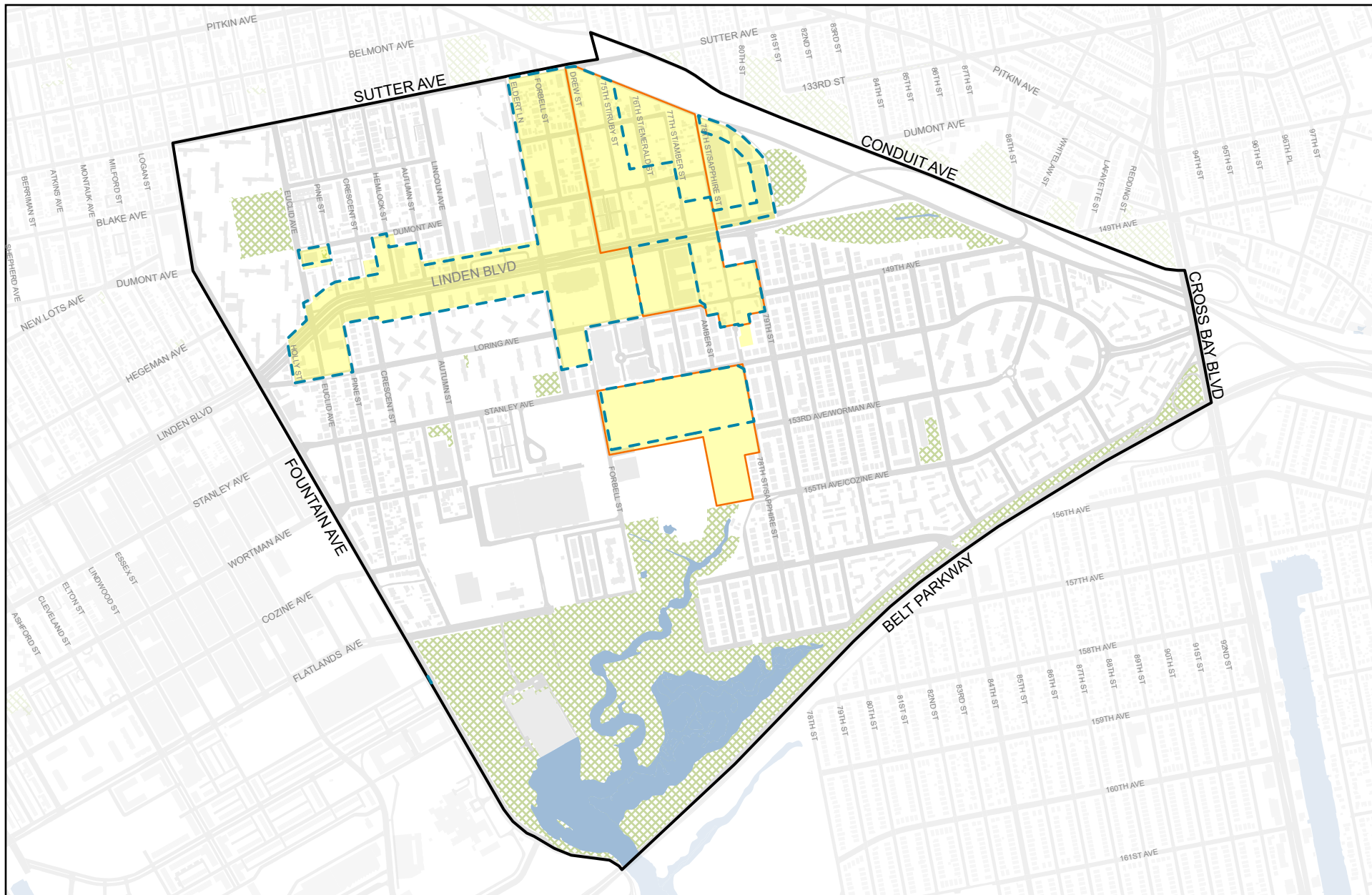
- ☒ **Positive Declaration:** If the lead agency has determined that the project may have a significant impact on the environment, and if a Conditional Negative Declaration is not appropriate, then the lead agency issues a *Positive Declaration* and prepares a draft Scope of Work for the Environmental Impact Statement (EIS).
- ☐ **Conditional Negative Declaration:** A *Conditional Negative Declaration* (CND) may be appropriate if there is a private applicant for an Unlisted action AND when conditions imposed by the lead agency will modify the proposed project so that no significant adverse environmental impacts would result. The CND is prepared as a separate document and is subject to the requirements of 6 NYCRR Part 617.
- ☐ **Negative Declaration:** If the lead agency has determined that the project would not result in potentially significant adverse environmental impacts, then the lead agency issues a *Negative Declaration*. The *Negative Declaration* may be prepared as a separate document (see [template](#)) or using the embedded Negative Declaration on the next page.

**4. LEAD AGENCY'S CERTIFICATION**

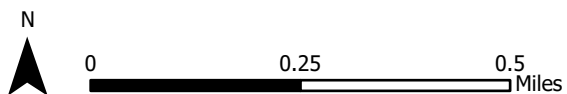
|   |   |
|---|---|
| TITLE<br>Director of Environmental Review | LEAD AGENCY<br>NYC Housing Preservation & Development (HPD) |
| NAME<br>Anthony Howard                    | DATE<br>11.14.2025  |
| SIGNATURE                                 |   |







Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



## Jewel Streets Neighborhood Plan

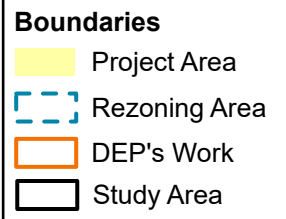
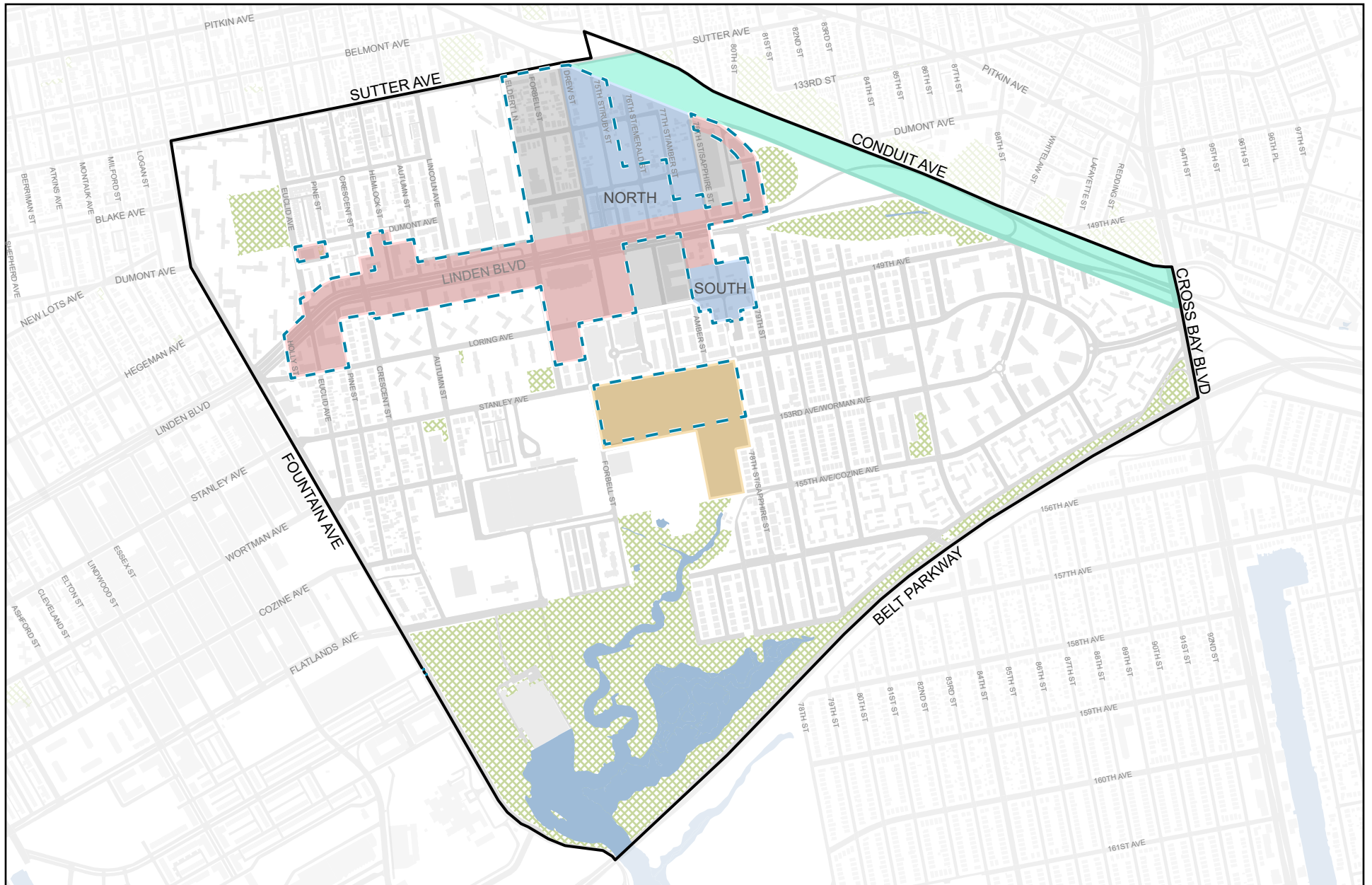


Figure 1

## PROJECT BOUNDARIES



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.

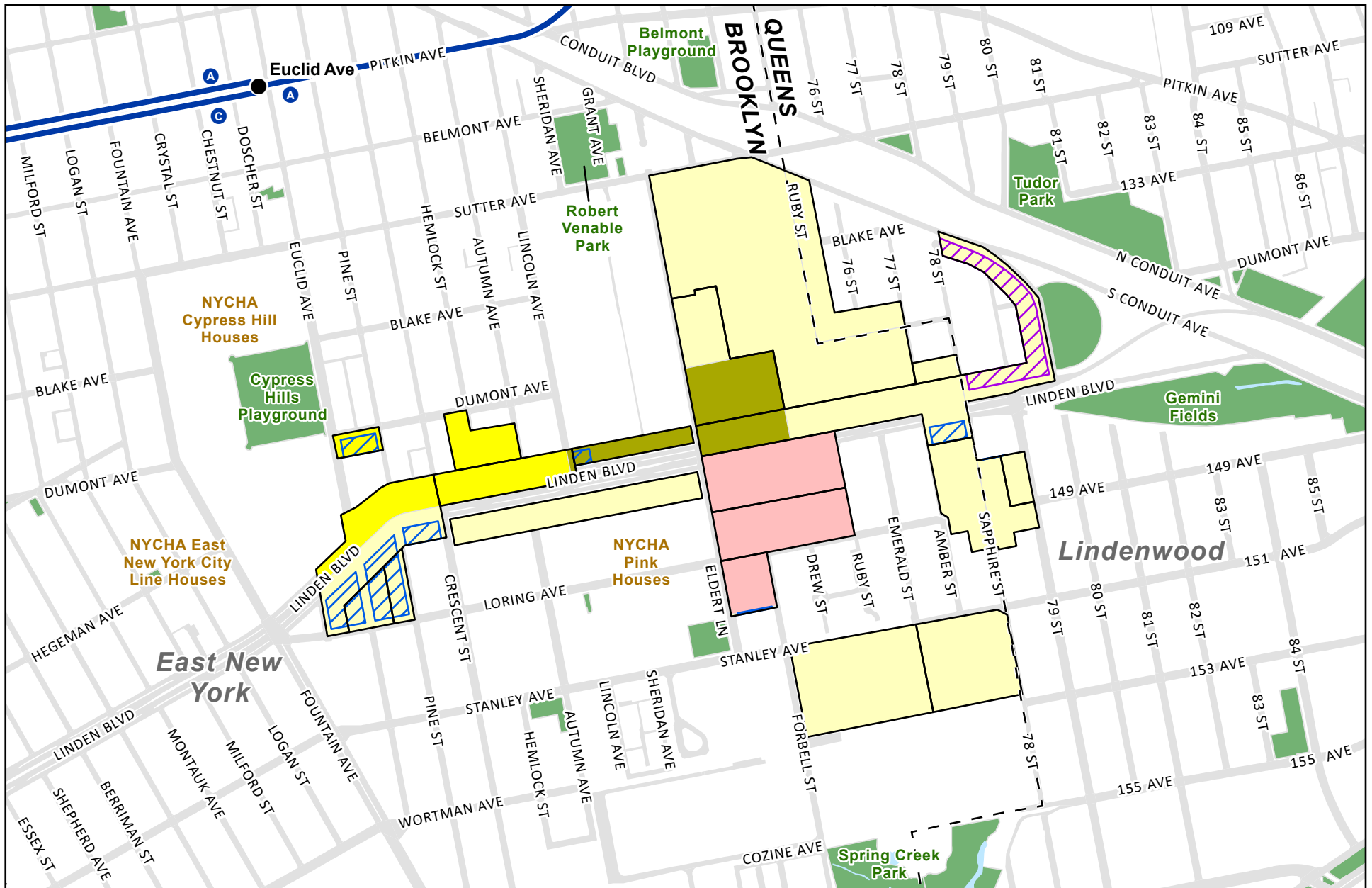


## Jewel Streets Neighborhood Plan

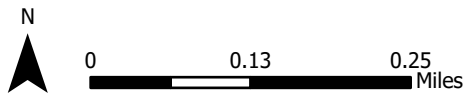
| Boundaries |               | Sub-Areas |                           |
|------------|---------------|-----------|---------------------------|
|            | Project Area  |           | Jewel Streets Sub-Area    |
|            | Rezoning Area |           | Linden Boulevard Sub-Area |
|            | Study Area    |           | City-Owned Site Sub-Area  |
|            |               |           | Conduit Avenue Sub-Area   |

Figure 2

## PROJECT SUB-AREAS



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



Jewel Streets Neighborhood Plan

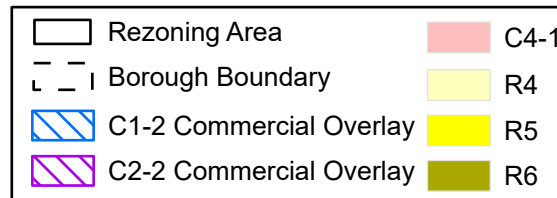
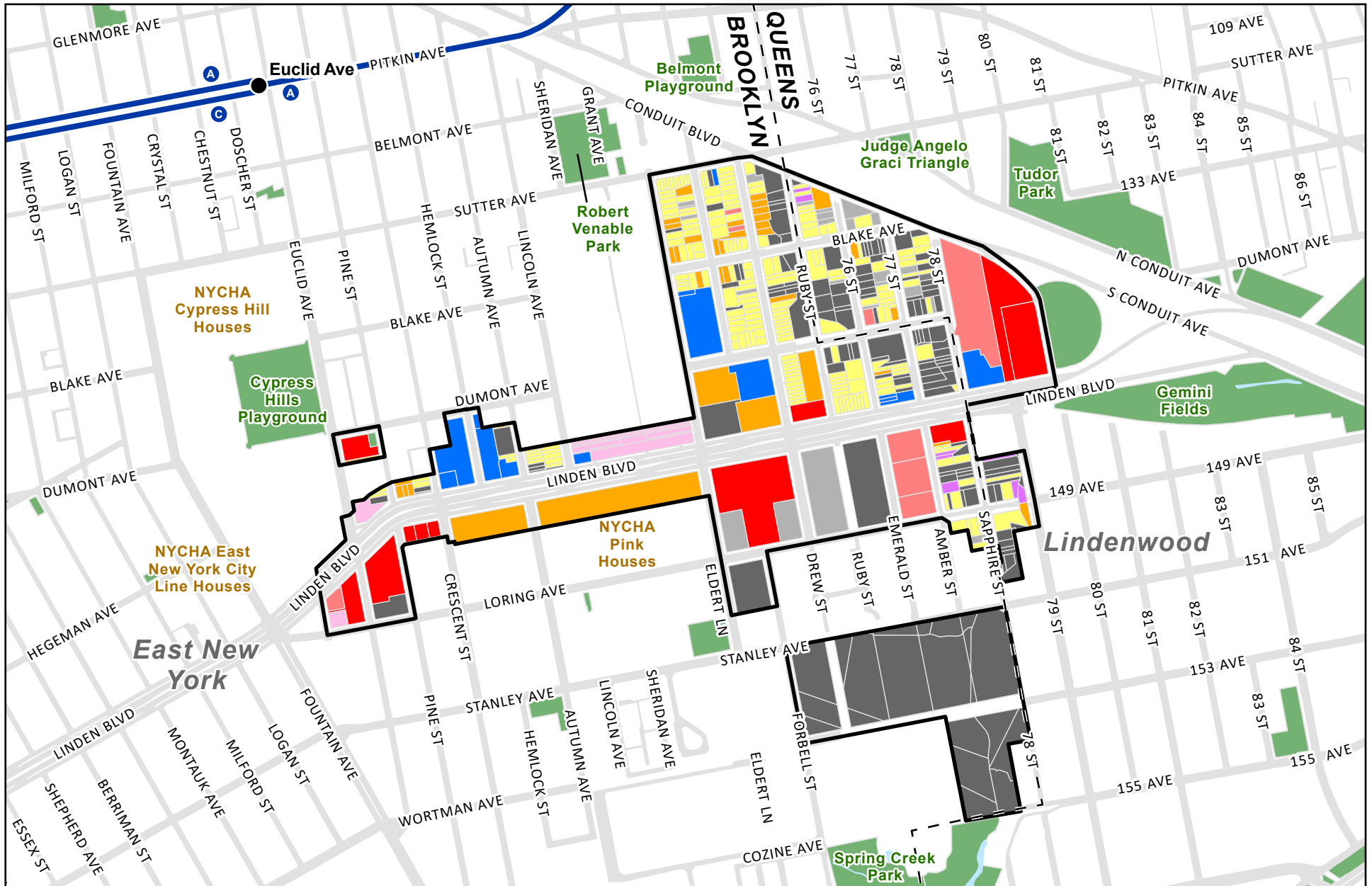


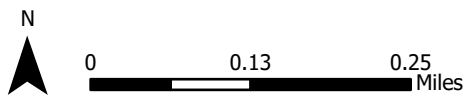
Figure 3

**EXISTING ZONING**





Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



## Jewel Streets Neighborhood Plan

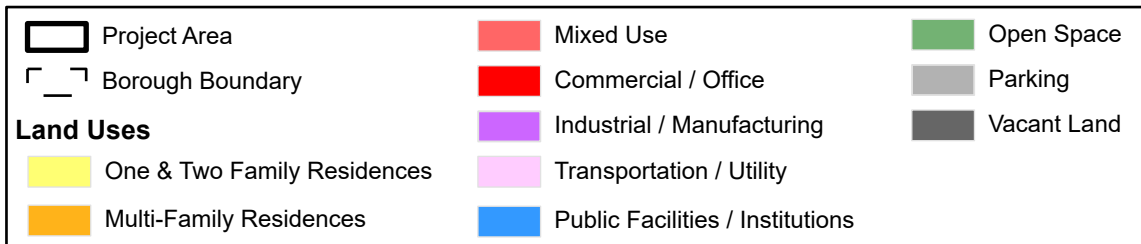
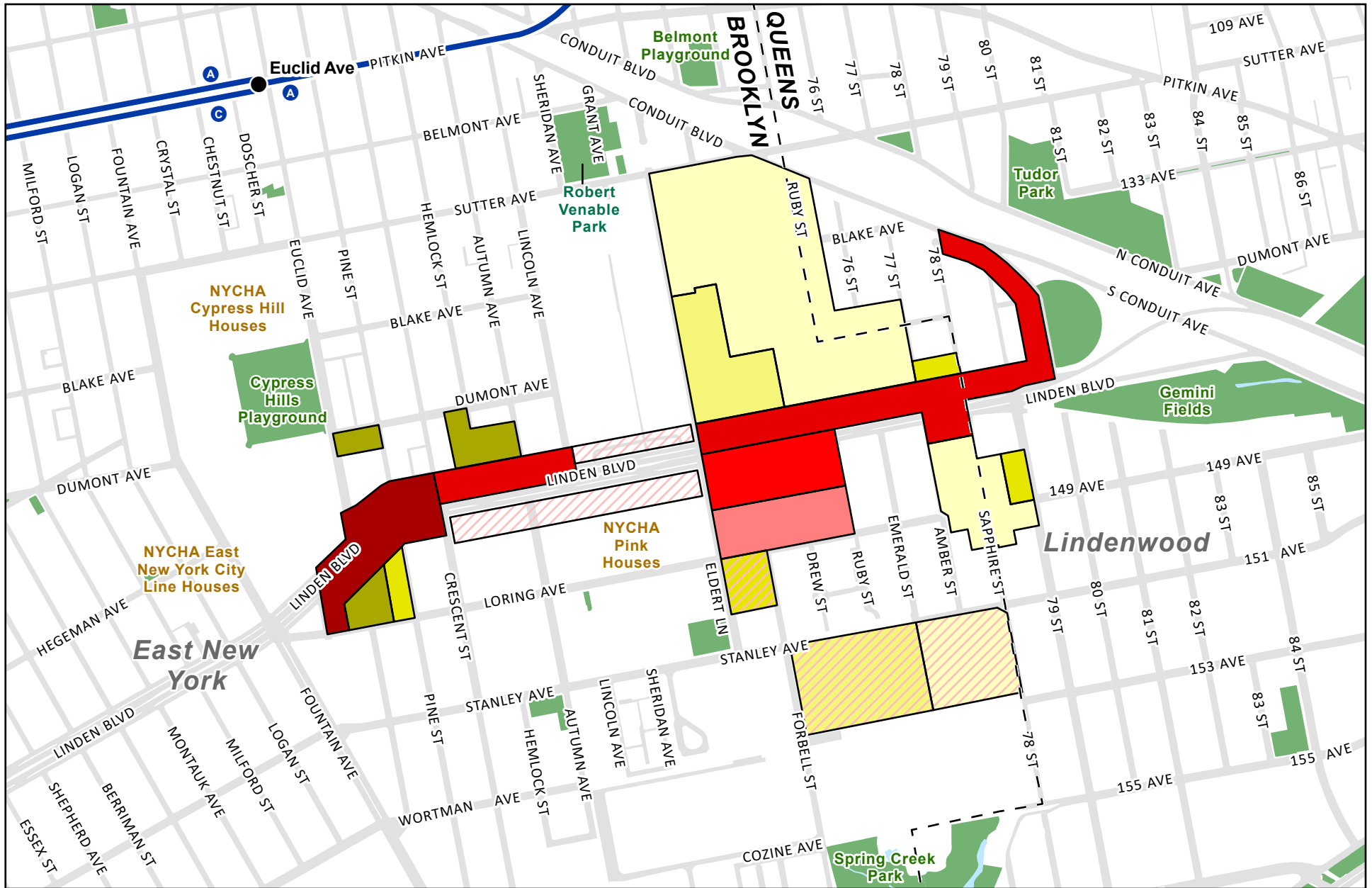


Figure 4  
**LAND USE**



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



Jewel Streets Neighborhood Plan

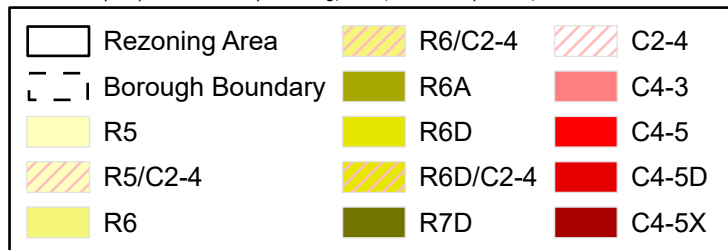
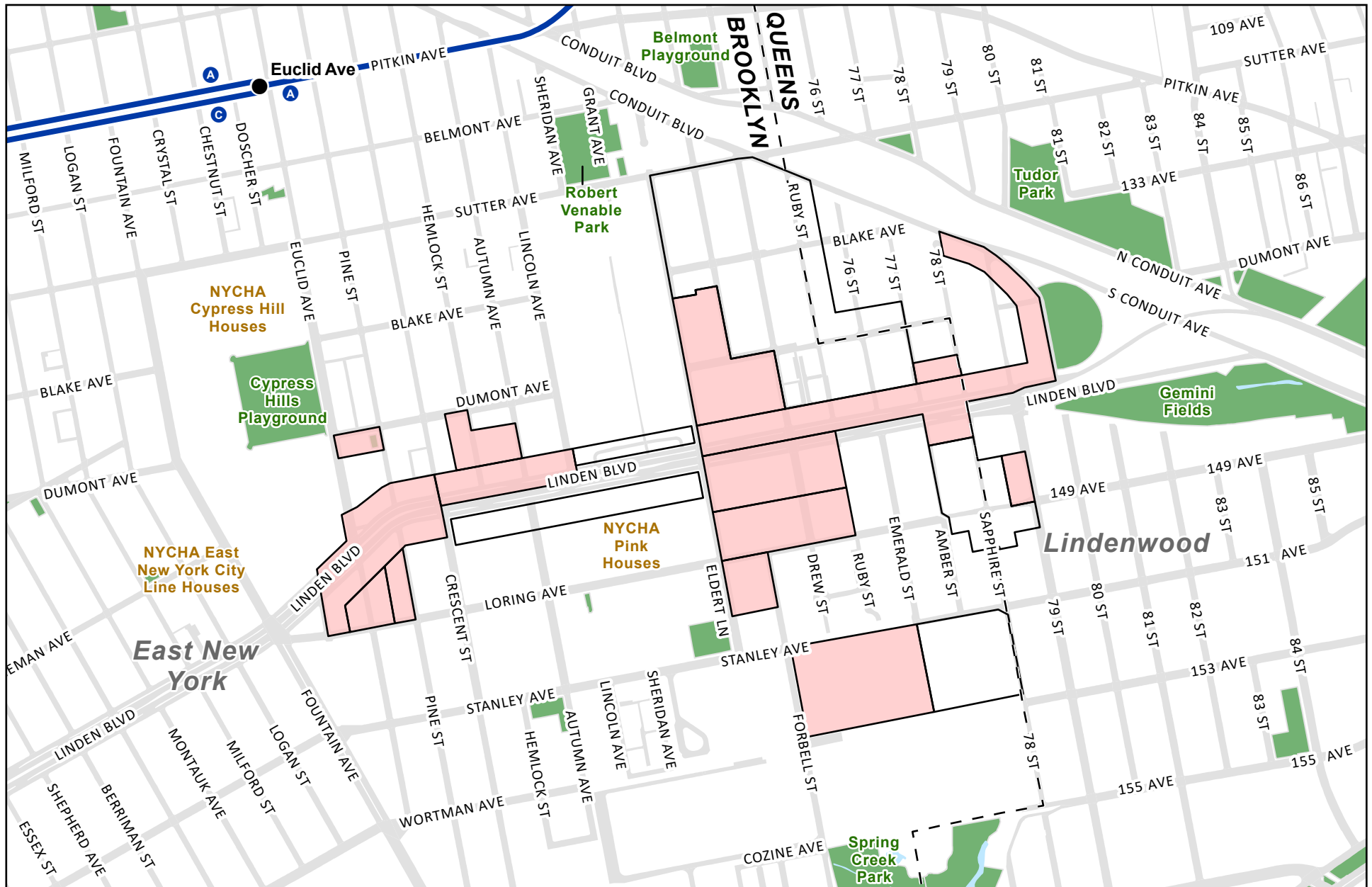


Figure 5

**PROPOSED ZONING**



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.

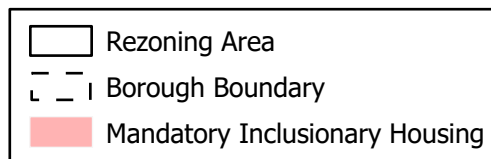
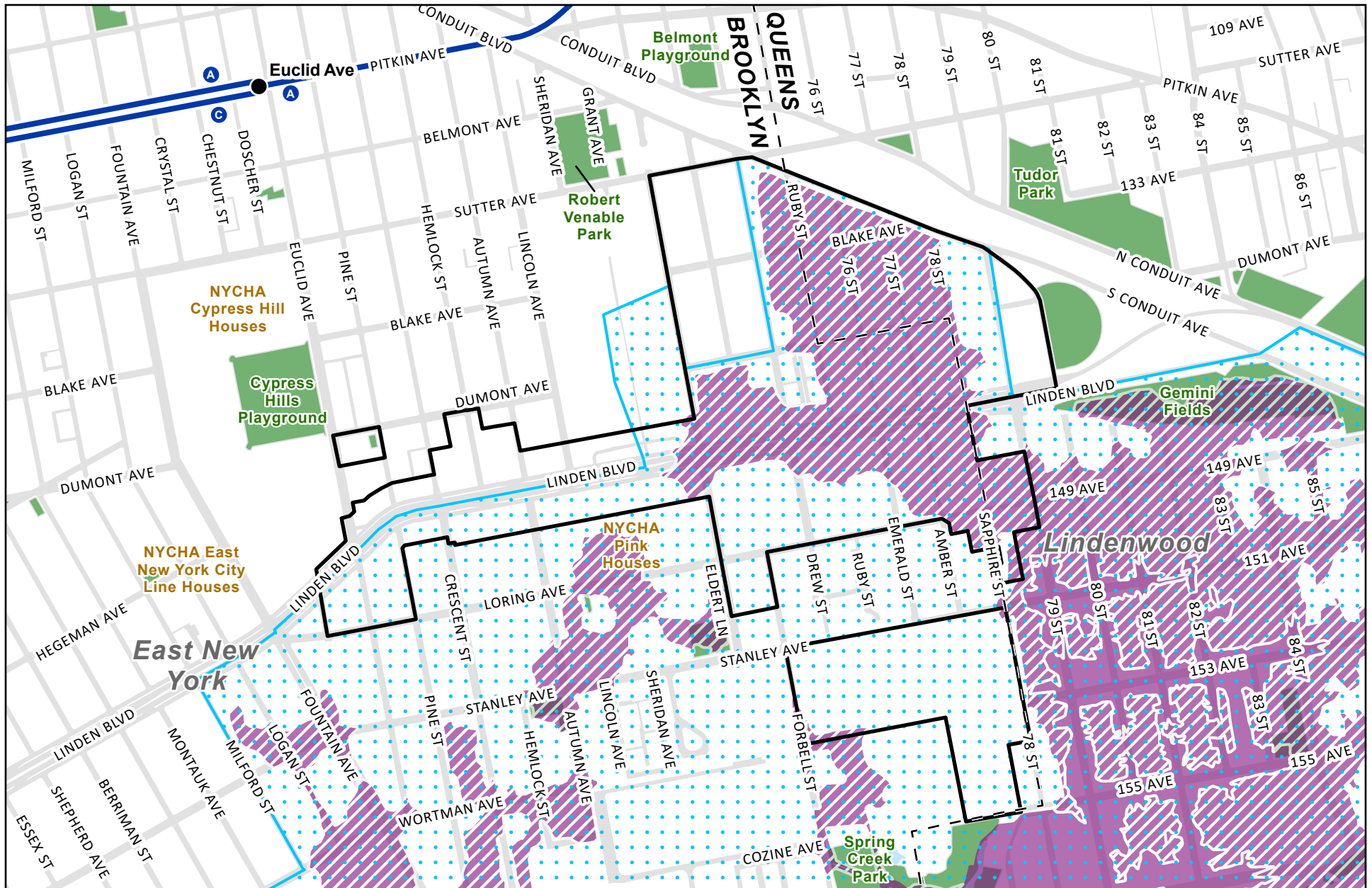


Figure 6  
**PROPOSED MANDATORY  
INCLUSIONARY HOUSING  
(MIH) AREA**



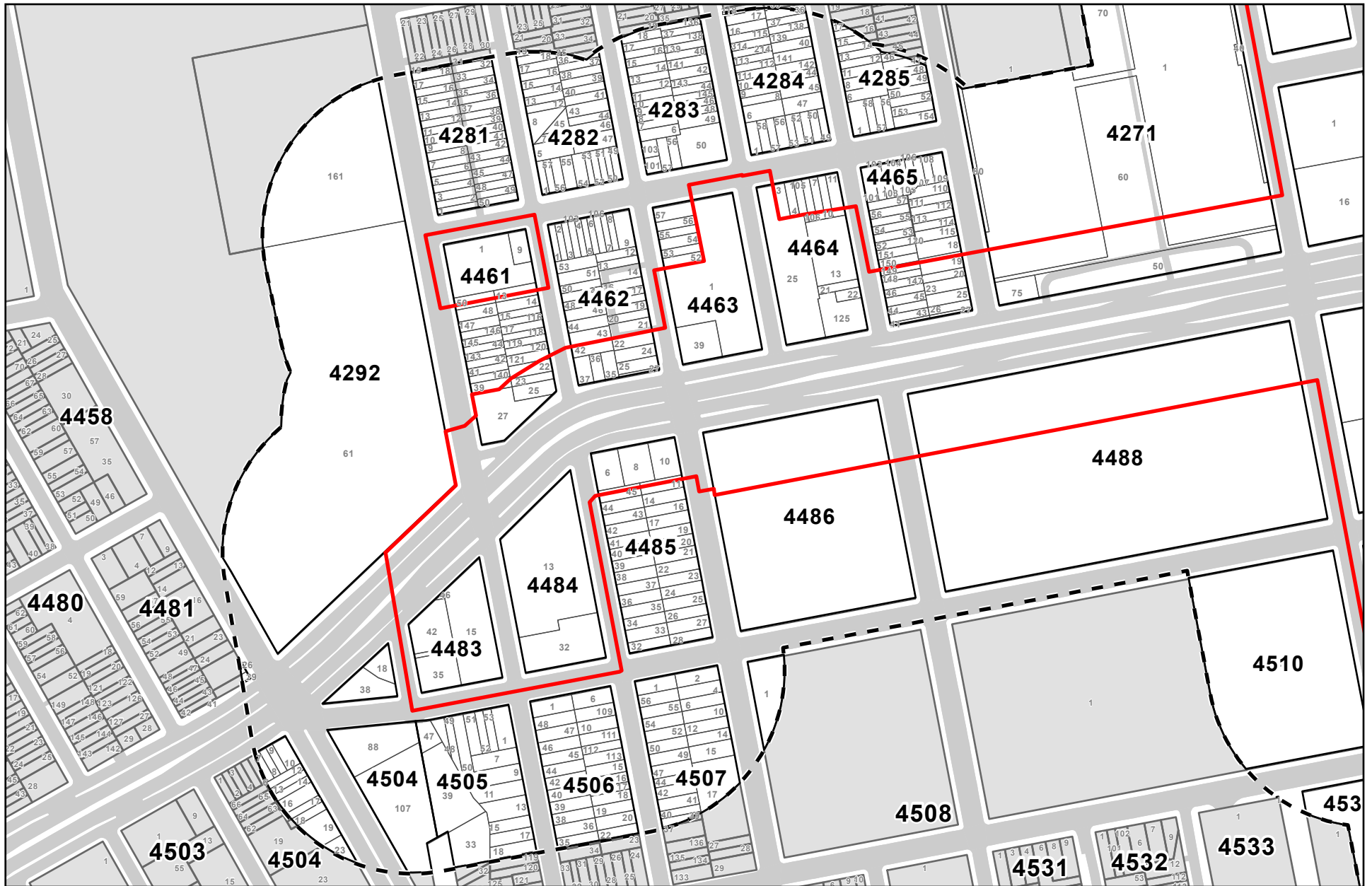
Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



**Figure 7**

**FLOOD ZONES AND COASTAL ZONE**





Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.

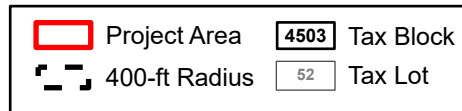
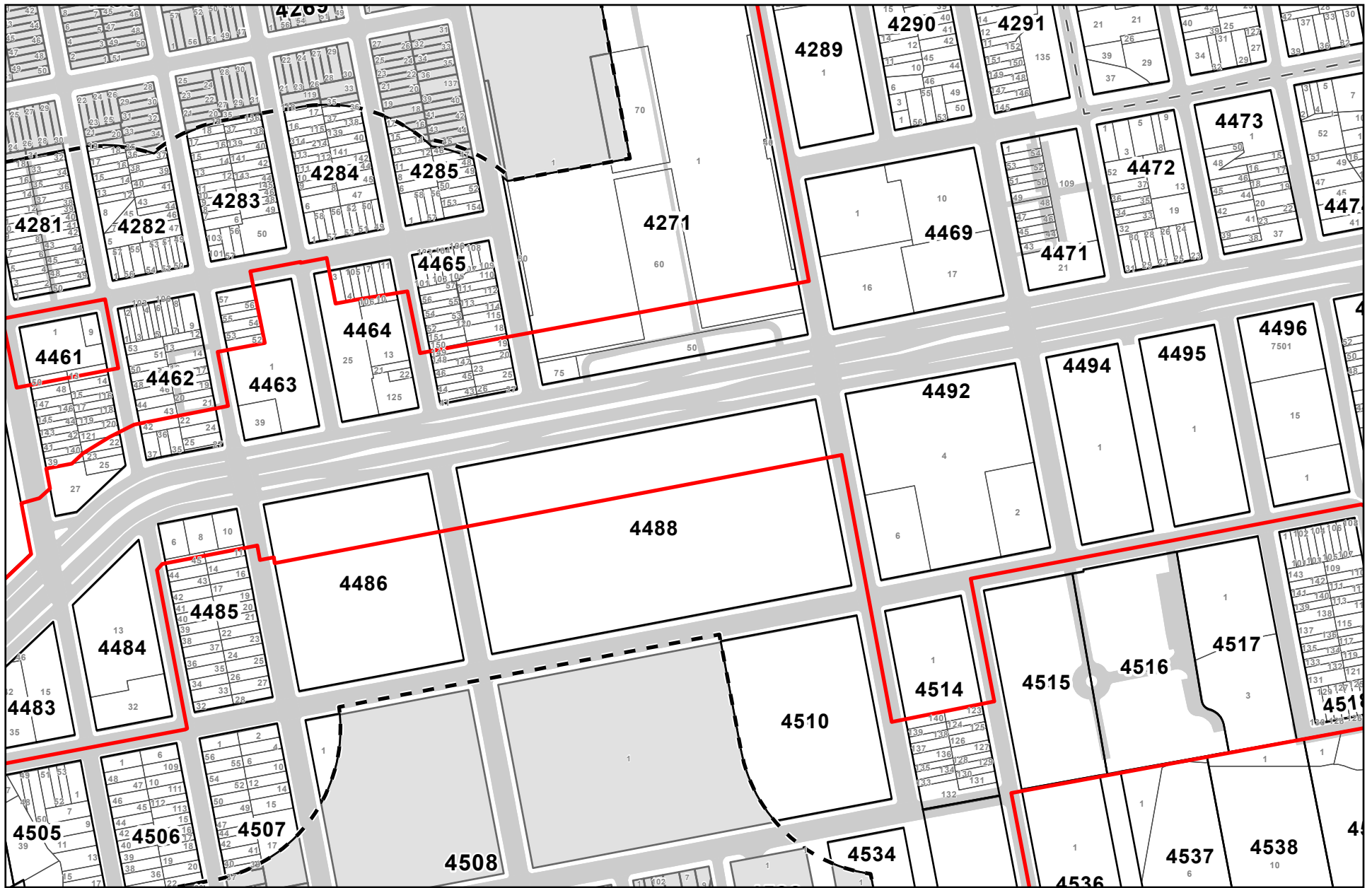


Figure 8a





Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.

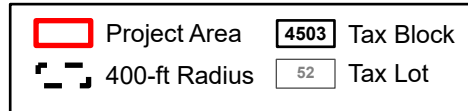
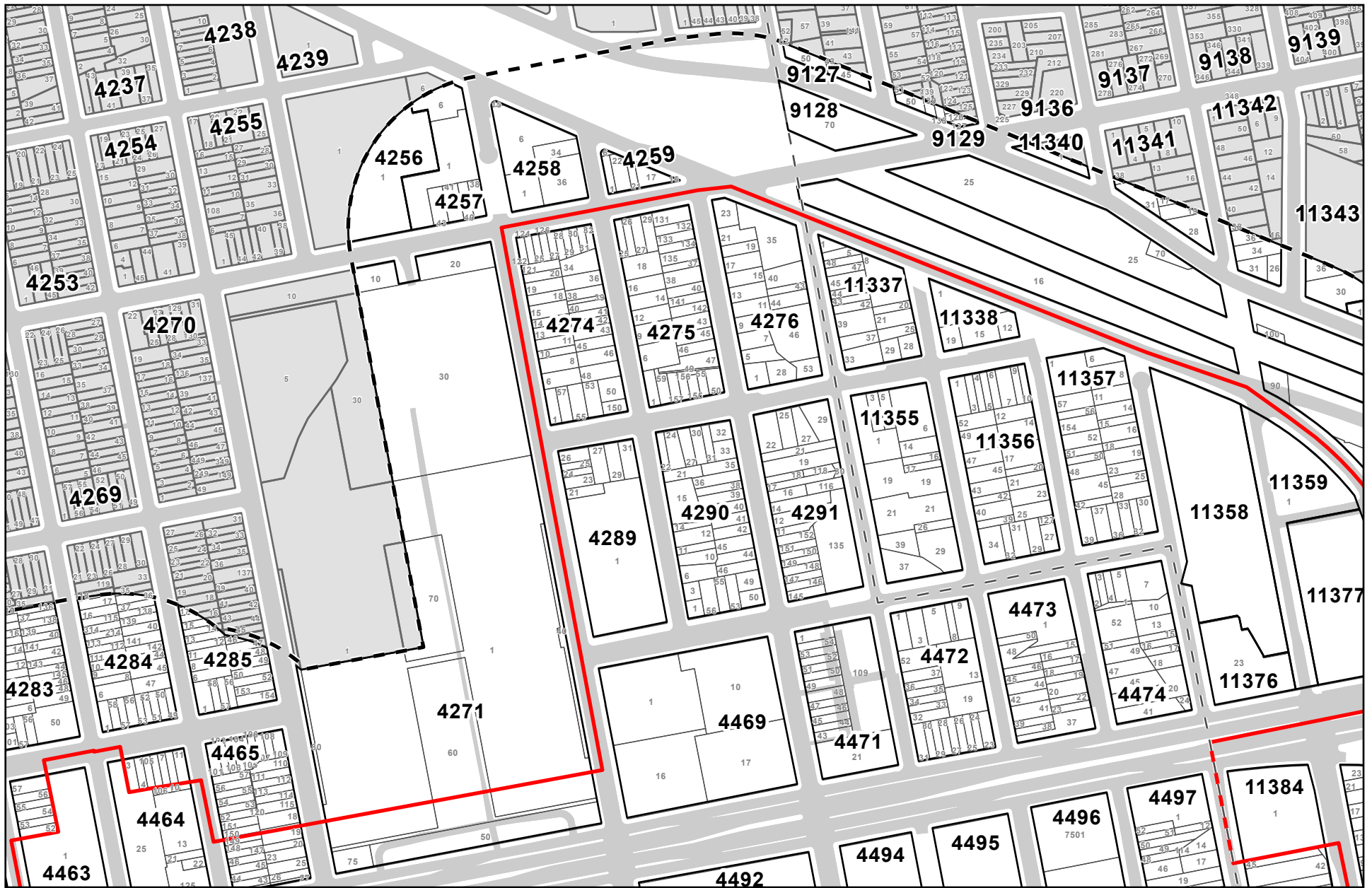


Figure 8b



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.

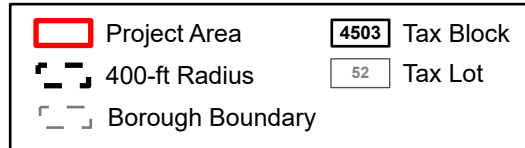


Figure 8c



Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



Jewel Streets Neighborhood Plan

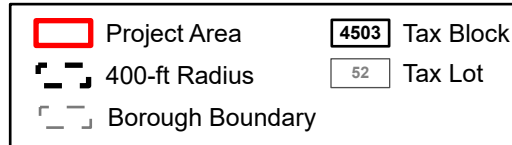
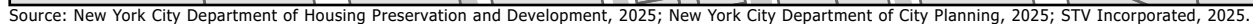


Figure 8d

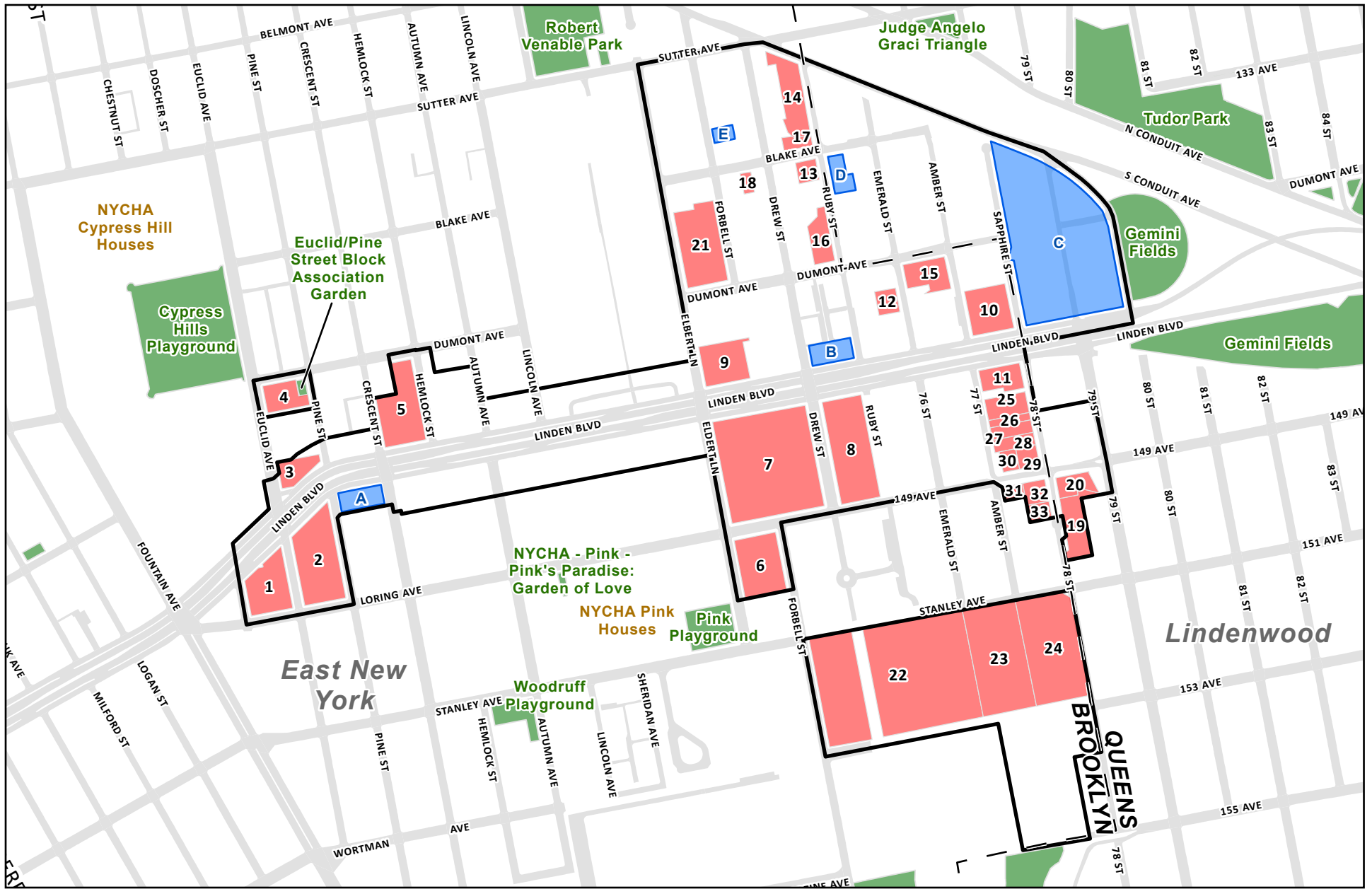
TAX MAP





## TAX MAP





Source: New York City Department of Housing Preservation and Development, 2025; New York City Department of City Planning, 2025; STV Incorporated, 2025.



Figure 9

## PROJECTED AND POTENTIAL DEVELOPMENT SITES

# Jewel Streets Neighborhood Plan

## Environmental Assessment Statement

CEQR No. 26HPD019Y

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Environmental Assessment Statement Full Form

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Attachment B: Additional Technical Information for EAS Full Form Part II

### ***Appendices***

Appendix A-1: List of Blocks and Lots Included in Proposed Jewel Streets Rezoning

## Attachment A:

## Project Description

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### JEWEL STREETS REZONING AND RELATED ACTIONS

#### Introduction

The City of New York Department of Housing Preservation and Development (HPD), together with the New York City Department of Environmental Protection (DEP) and the Department of Citywide Administrative Services (DCAS) (collectively, the “Applicant”), proposes a series of land use actions including zoning map amendments, zoning text amendments (including designating a Mandatory Inclusionary Housing [MIH] Area), site selection, acquisition, Designation of Urban Development Action Areas (UDAA), project approval of Urban Development Action Area Projects (UDAAP), disposition and a City Map change (the “Proposed Actions”) to facilitate the implementation of the Jewel Streets Neighborhood Plan in partnership with elected officials, City agencies, community boards, and local stakeholders.

The Proposed Actions would affect an approximately 46-block, 142-acre area (the “Project Area”) along the southern border of Queens Community District (CD) 10 and the northern border of Brooklyn CD 5 in the neighborhoods of Lindenwood and East New York. The Project Area is bounded by Holly Street to the west, Sutter Avenue and South Conduit Avenue to the north, South Conduit Avenue to the east, and Stanley Avenue/151<sup>st</sup> Avenue to the south. It also includes two additional areas: a HPD-owned site bounded by Euclid Avenue to the west, Pine Street to the east, and Dumont Avenue to the north; and another HPD and DCAS-owned five-block area bounded by Stanley Avenue/151<sup>st</sup> Avenue to the north, Cozine Avenue/155<sup>th</sup> Avenue and Wortman Avenue/153<sup>rd</sup> Avenue to the south, Forbell Street to the west, and Sapphire Street/78<sup>th</sup> Street to the east.

Within the boundaries of the Project Area is an area known as the “Jewel Streets Sub-Area” or simply “Jewel Streets,” a 15-block neighborhood straddling Brooklyn and Queens and generally bounded by South Conduit Avenue to the north, Stanley Avenue/151<sup>st</sup> Avenue to the south, Drew Street and Amber Street to the west and 78<sup>th</sup> Street and 79<sup>th</sup> Street to the east. The Jewel Streets Sub-Area faces persistent challenges including illegal dumping, industrial businesses operating in residential areas, and severe flooding due its low-lying nature and lack storm and sanitary sewers. Linden Boulevard runs through the Jewel Streets Sub-Area, creating a North and South Jewel Streets subdivision: “North Jewel Streets” is an 11-block area north of Linden Boulevard between Drew Street to the west and Sapphire Street and South Conduit Avenue to the north. “South Jewel Streets” is a four-block area south of Linden Boulevard between Amber Street and 79<sup>th</sup> Street and Stanley Avenue to the south.

In 2022, in response to a request from elected officials, local organizations, and Jewel Streets residents, HPD and agency partners began working with a coalition of community members to address the area’s



critical infrastructure and quality of life concerns. In 2023, HPD initiated a collaborative neighborhood planning process focused on long-term resiliency in the area, to ensure investments in infrastructure, transportation, housing, and economic development would be aligned with community priorities. Between 2023 through 2025, HPD led six public workshops, and met regularly with stakeholders to develop goals and strategies. The community goals reflect two years of community outreach and engagement with residents, local organizations, community boards, elected officials, and a strong stakeholder coalition.

The Proposed Actions, developed in collaboration with DEP, other partner agencies, and the public, would advance and support the goals of the Plan released on October 21, 2025:

- Reduce flooding now and in the future;
- Ensure residents have access to safe, resilient, and affordable homes;
- Make streets safer and better connected;
- Encourage redevelopment of vacant land with new affordable housing, stores, and open space; and
- Increase access to essential businesses, jobs, and social services.

HPD released a Jewel Streets Neighborhood Plan Progress Report in February 2025 that included a land use framework and a set of strategies which built upon the goals developed during the community engagement phase of the planning process. In October 2025, HPD released the full Jewel Streets Neighborhood Plan that included a zoning proposal, conceptual drainage plan, and a vision for individual Sub-Areas.

The Proposed Actions would facilitate new DEP drainage infrastructure, including stormwater detention basins, a pump station complex, and a stormwater outfall, along with land use changes to facilitate resilient development of mixed-use buildings and affordable housing. The Proposed Actions are needed to overcome barriers that have limited growth, resilient development and quality of life in the Jewel Streets and surrounding Project Area for decades. Current zoning, unchanged since 1961, predominantly limits development to low-scale residential, even along wide corridors such as Linden Boulevard and on a 22-acre HPD and DCAS-owned site at Sapphire Street and Stanley Avenue. At the same time, the absence of storm and sanitary sewers and the persistence of flooding have restricted residential development in the Jewel Streets, leaving behind concentrations of vacant land, unauthorized uses, and unsafe conditions for residents.

Together, these coordinated land use and infrastructure actions are essential to increase the supply of affordable housing, reduce flooding, and improve quality of life for current and future residents.

## Required Approvals

The Proposed Actions include discretionary actions that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and City Environmental Quality Review (CEQR) process, as follows:

- **Zoning Map Amendment** to:
  - Rezone portions of existing R4, R4/C1-2, R4/C2-2, R5, R5/C1-2, R6, R6/C1-2, and C4-1 districts within the Project Area to R4/C2-4, R5, R5/C2-4, R6, R6/C2-4, R6A, R6A/C2-4, R6D, R7D, C4-3, C4-5, C4-5D, and C4-5X.

- **Zoning Text Amendment** to:
  - Modify Appendix F: MIH Areas and Former Inclusionary Housing Designated Areas for the purpose of designating proposed R6, R6/C2-4, R6A, R6A/C2-4, R6D, R7D, C4-5X (R7X equivalent), C4-3 (R6 equivalent), C4-5D (R7D equivalent), and C4-5 (R7-2 equivalent) districts as MIH areas, requiring that a share of new housing be permanently affordable.
  - Amend the Zoning Resolution (ZR) with a new Section 24-182: to allow a floor area exemption for schools within MIH areas in Brooklyn CD 5 and Queens CD 10.
- **City Map Changes** to:
  - Linden Sub-Area (Block 4492, Lot 4):
    - Map the extension of Forbell Street between Linden Boulevard and Loring Avenue at the former Cineplex site at Block 4492, Lot 4.
  - HPD and DCAS-owned Site (Brooklyn Block 4536, Lots 1, 5, 29; Block 4537, Lots 1, 6, 39; Block 4538, Lots 1, 10; Block 4539, Lots 1, 4, 12, 30; Block 4540, Lots 1, 5, 10; Block 4558, Lots 1, 71, 81, 110, 46, 48):
    - De-map portions of Ruby Street and Drew Street between Stanley Avenue and Wortman Avenue (mapped unbuilt streets).
    - De-map portion of Stanley Avenue between Drew Street and Ruby Street (mapped unbuilt streets).
    - De-map portions of Ruby Street and Emerald Street between Wortman Avenue and Cozine Avenue, and a portion of Amber Street between Wortman Avenue and Fairfield Place (mapped unbuilt streets).
    - De-map a portion of Cozine Avenue between Forbell Street and Amber Street (mapped unbuilt street).
  - City map change actions may be modified as analysis continues to best achieve a coordinated network of modern street, drainage infrastructure, and open spaces.
- **Designation of Urban Development Action Areas (UDAA), project approval of Urban Development Action Area Projects (UDAAP).**
- **Disposition of City-owned property** at the HPD and DCAS-owned site to a sponsor or sponsors to be selected by HPD.
- **Site Selection, Acquisition and/or Disposition**, related to:
  - Site selection of property in the North and South Jewel Streets to facilitate resiliency and capital improvement measures by DEP, which could include a combined stormwater and sanitary pump station and Bluebelt Stormwater Best Management Practices (BMPs) serving the Project Area.
  - Acquisition of tax lots in the North Jewel Streets for Bluebelt BMPs, portions of tax lots beyond the mapped right-of-way or private streets where DEP activities such as stormwater, sanitary, water main, or DOT street reconstruction would extend onto private adjacent parcels in the Project Area.
  - Acquisition and potential disposition of residential properties in the North and South Jewel Streets Sub-Areas in coordination with DEP, DCAS, NYC Mayor's Office of Housing Recovery Operations (HRO) and the Mayor's Office of Climate and Environmental Justice (MOCEJ), to support the implementation of drainage infrastructure and Resilient Acquisitions voluntary land acquisition program pilot in the Jewel Streets.

- In addition to these land use actions, potential disposition, tax exemption, and HPD financing for one or more sites to facilitate the development of affordable housing may be needed.

## **Background to the Proposed Actions**

### **Community Engagement and Interagency Coordination**

In 2022, Jewel Streets residents and local leaders called on City agencies to begin a community-driven planning process to address longstanding infrastructure challenges and promote environmental justice. In response, a coalition of local organizations and City agencies, including HPD and DEP, was formed to guide the effort to address immediate quality of life needs and develop a long-term vision.

The City has made great strides to address immediate quality of life concerns through installing new catch basins, cleaning up vacant lots, ticketing and towing illegally parked cars, and issuing violations to non-conforming uses. Lasting change in the Jewel Streets, however, will require a holistic plan that addresses the root causes of the area's major challenges. In 2023, HPD launched a planning process to build on the ongoing collaboration between stakeholders, elected officials, and agencies to connect infrastructure planning with other aspects of long-term resilient neighborhood design: land use planning, transportation improvements, economic development, and housing stability.

A broader Study Area beyond the Project Area was established for the Jewel Streets Neighborhood Plan to allow for a comprehensive approach. The Study Area, which extends from Sutter Avenue to the north, Conduit Avenue to the east, Belt Parkway to the south, and Fountain Avenue to the west, allows for a balanced approach to planning across the neighborhood with density channeled towards Linden Boulevard, a wide street and commercial corridor, and lower-scale residential maintained on side streets. Plan strategies related to transportation improvements, tenant and homeowner support, and economic and workforce development would also be implemented throughout the larger Study Area.

As the owner of a largely vacant 22-acre site with several nearby public and private affordable housing projects in its development pipeline, HPD convened a series of six public workshops beginning in 2023 to guide coordinated planning and investment. These workshops addressed topics such as quality of life, open space, resiliency, land use, and draft strategies, and were supplemented by outreach at block parties and community events. Since then, HPD and DEP have met regularly with local organizations and elected officials to coordinate agency efforts and ensure that the process reflected sustained community input.

The Jewel Streets Neighborhood Plan, released in 2025, builds on this extensive engagement and sets forth a vision for future land use actions, infrastructure investments, and services to improve quality of life and advance environmental justice in the neighborhood. The community objectives identified through this process and guiding the plan are:

- Reduce flooding now and in the future;
- Ensure residents have access to safe, resilient, and affordable homes;
- Make streets safer and better connected;
- Encourage redevelopment of vacant land with new affordable housing, stores, and open space; and
- Increase access to essential businesses, jobs, and social services.

## **The Jewel Streets Neighborhood Plan Area History and Context**

### **Project Area History**

The Jewel Streets neighborhood takes its name from its four north-south streets named after various jewels: Ruby, Emerald, Amber, and Sapphire streets. The Jewel Streets area historically comprised sparsely populated farmland and undeveloped marshland. In the 1930s construction of the Shore Parkway and Belt Parkway cut the Jewel Streets area off from the waterfront. Spring Creek Park, a wetland nature preserve south of the Project Area, was developed during this era. Due to its remote location, the Jewel Streets area was also developed with several sanitation facilities in the 1930s, including the former South Shore Incinerator which was located on the HPD and DCAS-owned site. The area remained predominantly uninhabited until the urban renewal movement of the 1960s, when the Fresh Creek Urban Renewal Area and North Twin Pines Urban Renewal Area were established. Several major housing developments followed, including Spring Creek Gardens, directly north of the HPD and DCAS-owned site, and Starrett City, Nehemiah Spring Creek, and Gateway Elton, all west of the Project Area. While much of this land has been disposed of and redeveloped, the 22-acre HPD and DCAS-owned site and other smaller sites remain undeveloped.

### **Neighborhood Context**

The Project Area encompasses a broad area crossing Brooklyn and Queens and includes parts of East New York, Brooklyn and Lindenwood, Queens. To the west, surrounding neighborhoods in Brooklyn include New Lots, City Line, and Cypress Hills. North of Linden Boulevard, the area is developed with low-rise residential buildings and commercial corridors such as Livonia Avenue to the west and Atlantic Avenue one mile to the north. The area south of Linden Boulevard is developed with industrial and manufacturing facilities with storage spaces; large residential New York City Housing Authority (NYCHA) campuses; and large-scale commercial developments such as Gateway Center. Toward the east on the Queens side, the Project Area is surrounded by low-rise residential neighborhoods such as Ozone Park, South Ozone Park and Howard Beach. John F. Kennedy International Airport, an employment hub for area residents, is four miles to the east of the Project Area. Commercial corridors in Queens include Cross Bay Boulevard to the south and Rockaway Boulevard to the north. Just south of the Project Area are Spring Creek Park, a 237-acre wetland nature reserve, Shirley Chisholm State Park, and Jamaica Bay.

No subway lines traverse the Project Area, and the southern portions, including the HPD and DCAS-owned site, are farther from transit and have limited access. While the neighborhood is served by the A express train, which provides quick access to Downtown Brooklyn and Lower Manhattan, pedestrians must cross Conduit Avenue, a wide and heavily trafficked street, to reach the nearest station, which presents challenges for accessibility and safety. The A and C subway lines run along Pitkin and Liberty avenues, two and three blocks north of the Project Area, with access at the Euclid Avenue, Grant Avenue and 80<sup>th</sup> Street stations. The New Lots Avenue station on the 3 subway line is located ten blocks to the west of the Project Area boundary. Several bus lines run within a quarter-mile of the Project Area, including the B13, B14, B15, B20, BM5, Q7, Q8, and Q112; many residents rely on bus service to get to transit stations and job centers such as John F. Kennedy International Airport and Lower Manhattan. Additional service will be available with ongoing bus network redesign in Brooklyn and Queens.

The surrounding area is developed with a mix of residential, commercial, community facility, and industrial uses. It is predominantly mapped with low-density, non-contextual residential zoning districts (R4 and R5), with moderate density non-contextual districts (R6) mapped across the Linden Plaza and Spring Creek Gardens sites. A higher-density contextual residential district (R8A) is mapped on Linden Boulevard on the site containing the HPD-financed Linden Terrace development. Districts with varying densities and

inconsistent mapping of commercial overlays have resulted in a built context on Linden Boulevard ranging from low density two-story family homes up to 17-story apartment buildings with intermittent commercial uses.

### **Project Area**

The Proposed Actions would affect an approximately 46-block, 142-acre area (see Figure 1, “Project Boundaries”) in the southern border of East New York, Brooklyn and Lindenwood, Queens within Brooklyn CD 5 and Queens CD 10. The Project Area is bounded by Holly Street to the west, Sutter Avenue and South Conduit Avenue to the north, South Conduit Avenue to the east, and Stanley Avenue/151<sup>st</sup> Avenue to the south. It also includes two non-contiguous areas: one bounded by Euclid Avenue to the west, Pine Street to the east, Dumont Avenue to the north, and Linden Boulevard to the south; and another five-block area bounded by Stanley Avenue/151<sup>st</sup> Avenue to the north, Cozine Avenue/155<sup>th</sup> Avenue and Wortman Avenue/153<sup>rd</sup> Avenue to the south, Forbell Street to the west, and Sapphire Street/78<sup>th</sup> Street to the east.

Linden Boulevard is a prominent east-west corridor that extends the entire length of the Project Area. At 170 feet wide, Linden Boulevard is the widest corridor in the neighborhood and is one of the main thoroughfares connecting Brooklyn and Queens. There are no north-south corridors that run through the entirety of Project Area given the lack of continuous streets. Some secondary corridors running north-south in some sections within the Project Area are Euclid Avenue, Crescent Street, Eldert Lane, Autumn Avenue, and Drew Street. The Project Area consists of four distinct sub-areas (described below) (see Figure 2, “Project Sub-Areas”).

### **Jewel Streets Sub-Area**

The Jewel Streets Sub-Area was the impetus for the planning process due its persistent flooding and quality of life concerns related to widespread vacant lots, non-conforming industrial businesses, illegal dumping, and illegally parked vehicles. The Jewel Streets Sub-Area is the 15-block neighborhood straddling Brooklyn and Queens and generally bounded by South Conduit Avenue to the north, Stanley Avenue/151<sup>st</sup> Avenue to the south, Drew Street and Amber Street to the west and 78<sup>th</sup> Street and 79<sup>th</sup> Street to the east. The neighborhood was built on the path of a historic waterway: Spring Creek, which flows into Jamaica Bay, used to extend north beyond Conduit Avenue. These blocks lie 10-15 feet below the surrounding neighborhood and lack stormwater and sewer infrastructure, causing acute flooding and septic seepage. Due to the low elevation, high water table, and lack of sewers, it can take days to weeks for stormwater to drain.

This area is zoned R4. Land use in the area is characterized predominantly by vacant nonconforming industrial and storage uses and limited residential development in the form of detached houses and small apartment buildings of one to three stories.

The Jewel Streets Sub-Area is divided into two sub-districts: north and south of Linden Boulevard.

- *North Jewel Streets Sub-District:*

This is an 11-block area north of Linden Boulevard between Drew Street to the west and Sapphire Street and South Conduit Avenue to the north. The grade changes from Conduit Avenue act as a barrier for the neighborhood and Ruby Street is the last north-south connection between Conduit Avenue and Linden Boulevard. To the west, Drew Street is the last consolidated at-grade residential street and is predominantly developed with low-scale detached and semi-detached houses. To the east, the large commercial development of Linden Center along the low-lying 78<sup>th</sup> Street acts as the neighborhood’s barrier. This area is zoned R4. Land use in the area is characterized predominantly by vacant, nonconforming industrial and storage uses, and limited

residential development in the form of detached houses and small one- to three-story apartment buildings.

- *South Jewel Streets Sub-District:*

This is a four-block area south of Linden Boulevard between Amber Street and 79<sup>th</sup> Street and Stanley Avenue to the south. 79<sup>th</sup> Street is the only at-grade street that connects the neighborhood beyond Loring Avenue/149<sup>th</sup> Avenue. Due to the steep grade changes of up to 10 feet, there are retaining walls that prevent Amber Street and Sapphire streets to connect north-south. This area is zoned R4. Land use in the area is characterized predominantly by vacant nonconforming industrial and storage uses, and limited residential development in the form of detached houses and small one- to three-story apartment buildings.

### **Linden Boulevard Sub-Area**

Linden Boulevard connects the neighborhood to other parts of borough and city, however, currently serves as a barrier between north and south Jewel Streets and East New York and Lindenwood. It is a wide street that serves as one of the area's primary commercial corridors, with numerous vacant lots and limited recent development due restrictive zoning. Linden Boulevard is a 10-lane, 170-foot-wide street that serves as a local truck route and connector between Brooklyn and Queens. The zoning in the stretch between Fountain Avenue and Conduit Boulevard has been largely unchanged since 1961, mapped with existing R4, R5, and R6 districts and disconnected C2-3 commercial overlays across the corridor. A 2018 rezoning changed the underlying zoning to R8A, R7A, and R6A districts for the development of the HPD-financed Linden Terrace project. There is also a private application currently in ULURP, 78-08 Linden Boulevard (C 170430 ZMK), which is proposing a rezoning from R4/C1-2 to R7D/C2-4 and R6A to facilitate the development of an 11-story, approximately 200-unit mixed-use building.

Due to the inconsistently mapped commercial overlays along the corridor, there is sparse commercial activity across much of Linden Boulevard. Most of the activity is located around the big shopping center on the east edge of the Project Area (Linden Center) and strip malls on the west edge by Fountain Avenue, with several large full- and multi-block vacant sites located along the corridor. Beyond the mostly low-density developments, there are several large affordable housing developments of different scales, including NYCHA's Louis H. Pink Houses, which consists of eight-story buildings; the seven-story NYCHA Cypress Hills development; Linden Plaza, an income-restricted, 17-story building; and the 12-story Linden Terrace.

### **HPD and DCAS-owned Site Sub-Area**

The HPD and DCAS-owned site (Brooklyn Block 4536, Lots 1, 5, 29; Block 4537, Lots 1, 6, 39; Block 4538, Lots 1, 10; Block 4539, Lots 1, 4, 12, 30; Block 4540, Lots 1, 5, 10; Block 4558, Lots 1, 71, 81, 110, 46, 48), a largely vacant 22 acre parcel directly south of the Linden Boulevard and Jewel Streets Sub-Areas, will play a central role in providing resilient infrastructure for the Jewel Streets, and realizing other community priorities around affordable housing and community amenities. The site is bounded by Stanley Avenue/151<sup>st</sup> Avenue to the north, Sapphire Street/78<sup>th</sup> Street to the east, Cozine Avenue/155<sup>th</sup> Avenue and Wortman Avenue/153<sup>rd</sup> Avenue to the south, and Ruby and Forbell streets to the west.

It is currently zoned R4. The site is predominantly vacant and unimproved, although portions are actively used as a clean soil bank. The site connects to Spring Creek Park to the south consisting of some additional HPD and DCAS-owned lots under the jurisdiction of NYC Parks. There are four mapped unbuilt streets within the site including extensions of Drew, Ruby, Emerald, and Amber streets. Unlike the other areas within the Jewel Streets sub-area, the HPD and DCAS-owned site is at-grade and above grade.

## EXISTING INFRASTRUCTURE

Flooding is a major concern for the Jewel Streets neighborhood residents. The lack of adequate storm and sanitary infrastructure, coupled with low-lying topography on top of historic creek channel and a high-water table, predispose the neighborhood to frequent flooding following storm events. Due to inadequate sanitary sewer systems, the residents of the Project Area rely on septic tank systems, which increase the risk of soil and groundwater contamination.

Existing storm sewers in the Project Area include an interim eight-inch storm sewer along portions of Dumont Avenue, Amber, Ruby, and Sapphire streets. There is a storm sewer on Loring Avenue that drains to the combined sewer at 79<sup>th</sup> Street. Additional interim catch basins were recently installed on Amber Street, Blake Avenue, and Loring Avenue to provide additional flood relief.

These storm sewers north of Linden Boulevard drain stormwater to the Sapphire Street pumping station which has a 1.6 million gallons per day (MGD) capacity and is located near the intersection of Dumont Avenue and Sapphire Street. The pumping station discharges stormwater flows to the combined sewer on Linden Boulevard. This combined sewer conveys stormwater and sanitary to a regulator located at the intersection of Flatlands Avenue and Autumn Avenue. Flows are primarily sent to the 26<sup>th</sup> Ward Wastewater Resource Recovery Facility (WRRF) for treatment; combined flows that overtop the weir at the regulator during larger storm events are sent to the Spring Creek Auxiliary WRRF. Flows stored at the Spring Creek Auxiliary WRRF are ultimately sent to the 26<sup>th</sup> Ward WRRF after storm conditions subside. In the event that capacity of the Spring Creek Auxiliary WRRF is exceeded, these combined flows are discharged into Spring Creek as a combined sewer overflow (CSO).

The existing pump station in the Project Area was installed as an emergency measure in 1998, and interim sewer and catch basin installations were undertaken in 2022 and 2025 to provide temporary relief until a more comprehensive stormwater infrastructure system is installed. While this emergency system has been effective in reducing the time to drain after storm event, it does not completely prevent flooding, nor is it resilient enough or meet the City's design storm criteria.

## Existing Zoning

The Project Area includes an approximately 46-block, 142-acre area in the southern border of East New York, Brooklyn and Lindenwood, Queens generally bounded by Fountain Avenue to the west, Sutter Avenue and Conduit Avenue to the north and Belt Parkway to the south.

The Project Area is comprised of R4, R4/C1-2, R4/C2-2, R5, R5/C1-2, R6, R6/C1-2, and C4-1 districts. Additionally, the portion of the Project Area north of Linden Boulevard is located within the Outer Transit Zone, which generally allows higher residential densities and reduces parking requirements. Existing zoning districts are discussed below.

### **R4, R4/C1-2, and R4/C2-2**

- *A R4 zoning district is mapped within mid-block portions of a noncontiguous area within the Project Area generally bounded by Fountain Avenue to the west, South Conduit Avenue to the northeast, and Belt Parkway to the south.*

R4 districts are low-density districts that provide residences of all types and also permit most community facility uses. The maximum floor area ratio (FAR) for standard residences is generally 1.0, and 1.5 for lots that meet the criteria for qualifying residential sites. Community facilities are permitted at an FAR of 2.0. Front yards with a depth of 10 feet are required but may be modified depending on building type as well

as specific contexts. The height and setback regulations for single-and-two family residences are governed by a pitched-roof envelope with a maximum perimeter wall height of 25 feet, and maximum overall height limit of 35 feet. Multifamily residences on standard lots are governed by a flat-roofed envelope where the maximum base and overall height limit is 35 feet, while those on qualifying residential sites have an envelope with a 35-foot maximum base height and, after setback, a 45-foot maximum overall height limit. In the Outer Transit Zone, parking is required for 35 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 50 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings.

- *A C1-2 commercial overlay is mapped in four noncontiguous areas in R4 districts within the Project Area along Linden Boulevard in between Crescent Street and Holly Street, along Linden Boulevard in between Amber Street and 79<sup>th</sup> Street, along Stanley Avenue in between Eldert Lane and Forbell Street, and along South Conduit Avenue with Eldert Lane to the west and Sutter Avenue to the south.*

C1-2 commercial overlays permit up to 1.0 FAR of local retail and service uses when developed in conjunction with residential or community facility buildings in R1 through R5 districts and a 2.0 FAR in R6 through R12 districts. They have a maximum base height of 30 feet or two stories, whichever is less, in R1 through R5 districts. The maximum base height is 60 feet or four stories, whichever is less, in R6 and R7 districts, and 85 feet or six stories, whichever is less, in R8 through R12 districts. C1-2 districts allow uses from Use Groups 1 through 8, which include small-scale, neighborhood-serving businesses such as grocery stores, pharmacies, laundromats, and restaurants. These overlays are mapped within residential districts and are designed to serve the immediate local community. For commercial uses listed in Parking Requirement Category (PRC) A, one off-street parking space is required for every 300 square feet of floor area. Parking may be waived for smaller developments or in locations near transit.

- *A C2-2 commercial overlay is mapped in one contiguous area in an R4 district within the Project Area generally bounded by Sapphire Street to the west, 80<sup>th</sup> Street to the east, South Conduit Avenue to the north, and Linden Boulevard to the south.*

C2-2 commercial overlays permit up to 1.0 FAR of local retail and service uses when developed in conjunction with residential or community facility buildings in R1 through R5 districts and a 2.0 FAR in R6 through R12 districts. They have a maximum base height of 30 feet or two stories, whichever is less, in R1 through R5 districts. The maximum base height is 60 feet or four stories, whichever is less, in R6 and R7 districts, and 85 feet or six stories, whichever is less, in R8 through R12 districts. C2-2 districts allow uses from Use Groups 1 through 8, which include small-scale, neighborhood-serving businesses such as grocery stores, pharmacies, laundromats, and restaurants; and larger business uses such as funeral homes and repair services. These overlays are mapped within residential districts and are designed to serve the immediate local community. For commercial uses listed in PRC A, one off-street parking space is required for every 300 square feet of floor area. Parking may be waived for smaller developments or in locations near transit.



## **R5 and R5/C1-2**

- *A R5 zoning district is mapped in two noncontiguous areas within the northwest and southeast portions of the Project Area. One area is generally bounded by 78<sup>th</sup> Street to the west, South Conduit Avenue to the east, 149<sup>th</sup> Avenue to the north and Shore Parkway to the south. The other area is generally bounded by Fountain Avenue to the west, Pitkin and North Conduit avenues to the north, Lincoln Avenue to the east, and Linden Boulevard to the south.*

R5 districts are low-density districts that provide residences of all types and also permit most community facility uses. The maximum FAR for standard residences is generally 1.5, and 2.0 for lots that meet the criteria for qualifying residential sites. Community facilities are permitted at an FAR of 2.0. Front yards with a depth of 10 feet are required but may be modified depending on specific contexts. The height and setback regulations for all residences are governed by a flat-roofed envelope. Residences on a standard lot have an envelope with a 35-foot maximum base height and, after setback, a 45-foot maximum overall height, while those on qualifying residential sites have an envelope with a 45-foot maximum base height and, after setback, a 55-foot maximum overall height limit. In the Outer Transit Zone, parking is required for 35 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings.

- *A C1-2 commercial overlay is mapped in three noncontiguous areas in R5 districts within the Project Area along Sutter Avenue in between Crescent Street and Logan Street, along both sides of Dumont Avenue in between Pine Street and Euclid Avenue, and in an area generally bounded by 82<sup>nd</sup> Street to the west, 84<sup>th</sup> Street to the east, 151<sup>st</sup> Avenue to the north and 153<sup>rd</sup> Avenue to the south.*

C1-2 commercial overlays permit up to 1.0 FAR of local retail and service uses when developed in conjunction with residential or community facility buildings in R1 through R5 districts and a 2.0 FAR in R6 through R12 districts. They have a maximum base height of 30 feet or two stories, whichever is less, in R1 through R5 districts. The maximum base height is 60 feet or four stories, whichever is less, in R6 and R7 districts, and 85 feet or six stories, whichever is less, in R8 through R12 districts. C1-2 districts allow uses from Use Groups 1 through 8, which include small-scale, neighborhood-serving businesses such as grocery stores, pharmacies, laundromats, and restaurants. These overlays are mapped within residential districts and are designed to serve the immediate local community. For commercial uses listed in PRC A, one off-street parking space is required for every 300 square feet of floor area. Parking may be waived for smaller developments or in locations near transit.

## **R6 and R6/C1-2**

- *A R6 zoning district is mapped within two noncontiguous areas within the Project Area. One area is generally bounded by Forbell Street to the west, Emerald Street to the east, Loring Avenue to the north and Stanley Avenue to the south and the second area is generally bounded by Lincoln Avenue to the west, Eldert Lane and Drew Street at the intersection of Dumont Avenue to the east, Sutter Avenue to the north and Linden Boulevard to the south.*

R6 districts are medium-density, non-contextual residential districts that allow residential uses of all types and community facility uses. Land uses within the R6 district are generally residential with some

community facilities located throughout. Residential uses include single-and-two family buildings and larger multi-family apartment buildings. The maximum residential FAR is 3.0 for standard residences for properties located within 100 feet of a wide street and 2.2 for all other properties. Qualifying affordable or senior housing has a maximum FAR of 3.9. Community facility uses are permitted at a maximum FAR of 4.8. For standard residences, buildings have a minimum base height of 40 feet along a wide street and 30 feet along a narrow street and a maximum base height of 65 feet along a wide street and 45 feet along a narrow street. The maximum permitted height for standard residences is 75 feet along a wide street and 55 feet along a narrow street after a 10 to 15 feet setback. For qualifying affordable or senior housing sites, buildings have a maximum base height of 65 feet above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Buildings may rise to a maximum height of 95 feet along a wide street and 85 feet along a narrow street. For larger or irregular sites, this maximum height can be increased to 125 feet. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings.

- *A C1-2 commercial overlay is mapped in one noncontiguous area in an R6 district within the Project Area, at the intersection of Linden Boulevard and Lincoln Avenue.*

C1-2 commercial overlays permit up to 1.0 FAR of local retail and service uses when developed in conjunction with residential or community facility buildings in R1 through R5 districts and a 2.0 FAR in R6 through R12 districts. They have a maximum base height of 30 feet or two stories, whichever is less, in R1 through R5 districts. The maximum base height is 60 feet or four stories, whichever is less, in R6 and R7 districts, and 85 feet or six stories, whichever is less, in R8 through R12 districts. C1-2 districts allow uses from Use Groups 1 through 8, which include small-scale, neighborhood-serving businesses such as grocery stores, pharmacies, laundromats, and restaurants. These overlays are mapped within residential districts and are designed to serve the immediate local community. For commercial uses listed in PRC A, one off-street parking space is required for every 300 square feet of floor area. Parking may be waived for smaller developments or in locations near transit.

#### **C4-1**

- *A C4-1 zoning district is mapped within the Project Area along Linden Boulevard in between Eldert Lane and Ruby Street, and along Loring Avenue in between Eldert Lane and Forbell Street.*

C4-1 is a regional commercial district mapped outside the City's core in lower-density areas such as waterfronts or major arterial corridors. It permits up to 1.0 FAR for commercial uses, 1.5 FAR for standard residential uses, and 2.0 FAR for qualifying affordable and senior housing under the R5 residential equivalent. They have a maximum base height of 30 feet or two stories, whichever is less. Use Groups 1-10 are allowed, enabling a wide variety of uses such as department stores, theaters, hotels, and local retail, alongside housing. C4-1 districts are typically found in transit-accessible areas that serve as commercial hubs for surrounding neighborhoods. Commercial parking requirements vary by use but generally fall under PRC-A, with one off-street parking space required for every 100, 150, or 400 square feet of retail use, depending on use. Parking may be modified based on site size or transit proximity.

## Previous Planning Efforts and Past Actions

### Recent Infrastructure Improvements

In fall 2022, DEP installed small, shallow pipes to gradually drain away standing water at the intersections along Dumont Avenue and Loring Avenue, addressing immediate quality of life concerns. In 2023 and 2024, DEP installed two additional catch basins in the north and south Jewel Streets to continue mitigating flooding. To date, DEP has invested \$1,000,000 in drainage infrastructure in the area. Regular tag and tow operations led by DSNY began in 2022 to address and remove abandoned and derelict vehicles, clean up illegal dumping, and issue violations. In 2023, New York City Department of Social Services (DSS), New York City Department of Homeless Services (DHS), New York City Department of Buildings (DOB), New York Police Department (NYPD), and New York City Mayor's Community Affairs Unit (CAU) began coordinating enforcement operations to provide support and relocation services to squatters and unhoused individuals living in abandoned vehicles, illegally parked RVs, and overgrown lots.

### Rezoning Applications Within the Project Area

- *Linden Boulevard Rezoning (Linden Terrace I-III)*  
Located within the Project Area at the southeastern corner of Linden Boulevard and Emerald Street, this was a private application by Canyon Sterling Emerald LLC for a zoning map amendment from R4 to R6A/R7A/R8A (C 170430 ZMK) and a zoning text amendment to establish an MIH area (N 170431 ZRK). The application facilitated the development of three buildings between 12 and 8 stories, containing 551 affordable housing units. City Council approved these actions on October 31, 2017.
- *78-08 Linden Boulevard Rezoning (Linden Terrace IV)*  
Located within the Project Area at the southeastern corner of Linden Boulevard and Sapphire Street, this is a private application by Linden Canyon LLC for a zoning map amendment from R4/C1-2 to R7D/C2-4 and R6A (C 240145 ZMQ) a zoning text amendment to establish an MIH area (N 240146 ZRQ), and the cancellation of an existing Restrictive Declaration (N 240147 LDQ). The application is to facilitate the development of a new 11-story, 224,341 square foot residential building with 273 DUs, ground floor retail uses, and 154 accessory parking spaces at 78-08 Linden Boulevard in Lindenwood, CD 10, Queens. This application certified on July 14, 2025 and is currently under public review.
- *Lincoln Wortman*  
Located four blocks west of the Project Area, this was an application by HPD a requesting an amendment to a previously approved UDAAP Project Summary (Resolution No. 877) by the Council. The Amended Project was approved by the Council on October 29, 2025 (Resolution No. 1114) and consists of the new construction of approximately 12 three-family homes containing a total of approximately 36 cooperative units on previously City-owned land (Brooklyn Block 4531, Lots 20, 26, 29, 38) in Brooklyn CD 5. The Amended Project is part of a larger clustered project that includes a total of approximately 21 new three-family buildings with 62 affordable cooperative units, and one unit for a superintendent.
- *2749 Linden Boulevard RD Mod*  
Located within the Project Area, this is a private application (ULURP Number 250322 LDK) by Linden 1 Realty, LLC for a modification to an existing Restrictive Declaration to facilitate the development of a new 8-story, approximately 343-unit residential development (including approximately 88 AIRS units) with below grade parking at 2749 Linden Boulevard in East New

York, CD 5, Brooklyn. This application has been filed with the Department of City Planning but has not been Certified.

## **Purpose and Need for the Proposed Actions**

### **Introduction**

The Proposed Actions would support the community-based goals driven by approximately three years of outreach with residents, a strong community stakeholder coalition, local community boards, elected officials, and various stakeholders. Over the past decades, the demand for housing across the City has skyrocketed, with a historically low 1.4 percent vacancy rate as of 2023. Yet, even as housing demand has increased citywide, the Project Area's existing zoning, unchanged since 1961, restricts density in areas that could support new housing development, such as wide corridors like Linden Boulevard and a large vacant HPD and DCAS-owned site elevated above the floodplain.

In the Jewel Streets, very little development has occurred due to the absence of storm and sanitary sewers, persistent flooding, and other infrastructure challenges. These conditions have left the area with concentrations of vacant lots, illegal industrial activity, and persistent environmental justice issues. The Proposed Actions would address these long-standing barriers by introducing new drainage infrastructure and sanitary sewers, which would make residential development feasible for the first time on City-owned land and surrounding blocks.

The Proposed Actions would implement the objectives heard throughout the community engagement process and respond to the call to action from Jewel Streets residents, local stakeholders, and elected officials to resolve quality of life and environmental issues in the neighborhood and chart a comprehensive long-term vision for the neighborhood. The Proposed Actions align with the five main objectives of the Neighborhood Plan:

- Reduce flooding now and in the future;
- Ensure residents have access to safe, resilient, and affordable homes;
- Make streets safer and better connected;
- Encourage redevelopment of vacant land with new affordable housing, stores, and open space; and
- Increase access to essential business, job, and social services.

Higher-density development would be focused along Linden Boulevard, the area's main corridor, in two key nodes close to transit. The first is the Cineplex node, located between Eldert Lane and Ruby Street and extending south to Loring Avenue, where there are existing assemblages and active development interest. The second is the west node, located between Fountain and Crescent streets and extending south to Loring Avenue. Together with new resilient drainage and Bluebelt infrastructure in the Jewel Streets, these actions would unlock long-stalled development opportunities of new affordable homes, retail, community facilities, and open spaces and advance a coordinated vision for the neighborhood's future.

### **Resiliency And Environmental Justice**

- The infrastructure investments in the Jewel Streets neighborhood are intended to improve the quality of life of residents and bring historically missing investments to address environmental justice issues.

- DEP plans to build new drainage systems in the Jewel Streets north and south of Linden Boulevard to address chronic flooding and long-standing infrastructure gaps. The drainage system would be designed to manage up to 2.3 inches of rainwater per hour, the City's highest standard. It would combine green and gray infrastructure, including a Bluebelt to store and filter stormwater with new publicly accessible open space.
- The planned infrastructure investments would directly address these inequities by providing reliable drainage, modern streets, and new open space. For residents, this means less flooding, cleaner and safer streets, and homes that are resilient to climate impacts. On the HPD and DCAS-owned site, improvements would include a storm and sanitary sewer pump, Bluebelt systems, and other hydraulic structures that reduce flooding, enhance resiliency, and establish the foundation for new housing, community services, and open space.
- To support these infrastructure upgrades, the City would also undertake necessary property acquisitions to acquire the land for the Bluebelts in the North Jewel Streets.
- The Proposed Actions would facilitate the following DEP proposed infrastructure improvements:
  - **Stormwater Conveyance:** Storm sewers are proposed to be installed below-grade with the Project Area street beds to match the City's design criteria. Catch basins with sumps would be installed along the curbs of the street to direct stormwater to flow to the storm sewers.
  - **Bluebelt Stormwater BMPs:** Two Bluebelt BMPs are proposed to be constructed in the North Jewels Street Sub-Areas on property to be acquired by the City. An additional two Bluebelt BMPs are proposed to be constructed in the HPD and DCAS-owned Site and would discharge into Spring Creek.
  - **Sanitary Flow Conveyance:** Sanitary sewer lines are proposed to be installed concurrently with the proposed stormwater conveyances lines described above to collect sanitary waste discharges throughout the Project Area. Once installed property owners within the Project Area could connect to the sanitary lines and remove existing septic systems.
  - **Pumping Station:** The proposed pumping station would be constructed in the HPD and DCAS-owned Site to direct two MGD of sanitary flow from the Project Area to the 26<sup>th</sup> Ward WRRF. The pumping station is proposed to be designed to a capacity of 10 MGD to convey stormwater into the Bluebelt BMP's located on the HPD and DCAS-owned Site prior to discharging into Spring Creek.
  - **Water Main Replacement:** Alongside the sanitary and storm sewer installation, watermains are proposed to be replaced below the streets to address aging infrastructure issues.
  - **Street Regrading and Improvements:** Streets within the Project Area are proposed to be reconstructed and regraded to meet DOT street design standards including the addition of curbs and sidewalks. In order to facilitate street regradings and related improvements, work within adjacent properties may be required which could include: fence relocation that extend beyond the property line, steps or ramps from the sidewalks to the adjacent property, construction of a fence behind the sidewalk for pedestrian safety due to grade differences, grading to provide driveway access, or installation of a drainage mechanism to address new low points in front of property access points. Street elevation is proposed for the North Jewel Streets Sub-District (up to four feet but typically ranging from one to two feet) and the South Jewel Streets Sub-District (up to 10 feet). Exact level of street raising to be determined during design and more details will be disclosed in DEIS.
- **Resilient Acquisitions Program:** Resilient Acquisitions is the City's voluntary home acquisition program for New Yorkers interested in selling their one-to-four-family high-flood-risk homes and moving to less flood prone areas. The program would be piloted in the Jewel Streets to ensure

that residents have City support to navigate options to relocate to a less flood-prone area. Participating homeowners and tenants in homes that are acquired would be paired with case managers and offered relocation support services. As part of the pilot, the City would also work with homeowners to navigate options to retrofit their homes. Retrofits could include a range of flood resilience activities designed to allow residents to remain in place.

### **Housing/Mixed-Use Development**

- To date, housing development in the area along Linden Boulevard has been facilitated by a few rezonings advanced through rezoning applications to allow for additional density including the Linden Terrace and 78-08 Linden projects. There is existing interest from property owners and assemblages to develop six vacant lots along the corridor. The Proposed Actions outline a coherent vision for the corridor that could foster mixed-use development aligned with the community's vision of a mixed-use, medium-density corridor with new opportunities for affordable housing, retail, community facilities, and public space.
- The Proposed Actions aim to support resilient housing development across the Project Area, primarily along Linden Boulevard and on the 22-acre HPD and DCAS-owned site, while allowing for infill development to strengthen the residential character of Jewel Streets neighborhood north and south of Linden.
- The current zoning on Linden Boulevard does not allow for medium and moderate density housing development or continuous commercial development, even though the street width could allow for higher mixed-use density and there is already interest in developing existing vacant lots and assemblages. Allowing for moderate density across much of the corridor would build off the development interest and help increase the number of housing units built in the area.
- The Proposed Actions were developed in coordination with the planned infrastructure investments by the DEP for the North and South Jewel Streets. Infrastructure investments in the Jewel Streets are essential to enable new residential development and zoning changes. Without new storm and sanitary sewers, the area will continue to experience persistent flooding and disinvestment, and new housing development will remain infeasible. In the North Jewel Streets, the installation of sewers would create the conditions for new homes and community amenities on surrounding blocks. In the South Jewel Streets, the HPD and DCAS-owned site, which is currently vacant but at lower flood risk, could be transformed into new housing, community facilities, and open space once infrastructure is provided. Planned street raising and drainage improvements in the surrounding South Jewel Streets would further support opportunities for residential growth and ensure improved safety, stability, and quality of life in this area. The Proposed Actions work in tandem with the infrastructure investments, allowing for medium density infill residential development.
- The Proposed Actions would facilitate the disposition of a vacant and underutilized City-owned land. The HPD and DCAS-owned site located at-grade can support the development of resilient 100 percent affordable housing, community facilities, new streets, and improved flood protections.
- The Proposed Actions would support the development of a mix of densities, including affordable small homes and affordable apartment buildings with retail and community spaces.
- With the Proposed Actions, more new housing with permanently affordable housing would be created, which would increase the supply of housing overall.

## Accessibility And Urban Design

- Today, the main corridors in the Project Area, Linden Boulevard and Conduit Avenue are barriers between neighborhoods and are auto centric with narrow to no sidewalks, crosswalks and unsafe conditions for pedestrians and bicyclists.
- The Proposed Actions would complement broader studies being advanced by New York City Department of Transportation (NYCDOT) for both corridors. For Linden Boulevard, these public realm improvements may include, but are not limited to:
  - Dedicated bus lanes to keep speed up bus service,
  - New Americans with Disabilities Act (ADA)-accessible boarding areas along the median, and
  - Painted markings and concrete features to shorten crossings and improve visibility at selected intersections.
- The Proposed Actions would de-map unbuilt mapped streets and map new streets to enhance connectivity for existing and future mixed-use development, activate streetscapes, and improve circulation. The proposed new streets on the HPD and DCAS-owned site could support increased connections across the neighborhood with additional north-south and east-west streets mapped across the site.
- For Conduit Avenue, possible improvements may include a redesigned roadway and intersections, accessible public space, and additional drainage infrastructure along the median.

## Description of Proposed Actions

The Proposed Actions would facilitate development consistent with the comprehensive vision for the Project Area and support the goals of the Jewel Streets Neighborhood Plan.

The Proposed Actions would affect an approximately 41-block area in Brooklyn CD 5 and Queens CD 10, including several frontages along Linden Boulevard generally bounded by Fountain Avenue to the west, Sutter Avenue and South Conduit Avenue to the north, South Conduit Avenue to the east, and Belt Parkway to the south.

As discussed in detail below, the Proposed Actions consist of:

- **Zoning Map Amendment to:**
  - Rezone portions of existing R4, R4/C1-2, R4/C2-2, R5, R5/C1-2, R6, R6/C1-2, and C4-1 districts within the Project Area to R4/C2-4, R5, R5/C2-4, R6, R6/C2-4, R6A, R6A/C2-4, R6D, R7D, C4-3, C4-5, C4-5D, and C4-5X.
- **Zoning Text Amendment to:**
  - Modify Appendix F: MIH Areas and Former Inclusionary Housing Designated Areas for the purpose of designating proposed R6, R6/C2-4, R6A, R6A/C2-4, R6D, R7D, C4-5X (R7X equivalent), C4-3 (R6 equivalent), C4-5D (R7D equivalent), and C4-5 (R7-2 equivalent) districts as MIH areas, requiring that a share of new housing be permanently affordable.
  - Amend the Zoning Resolution (ZR) with a new Section 24-182: to allow a floor area exemption for schools within MIH areas in Brooklyn CD 5 and Queens CD 10.
- **City Map Changes to:**
  - Linden Sub-area (Brooklyn Block 4492, Lot 4):

- Map the extension of Forbell Street between Linden Boulevard and Loring Avenue at the former Cineplex site at Block 4492, Lot 4.
  - HPD and DCAS-owned Site (Brooklyn Block 4536, Lots 1, 5, 29; Block 4537, Lots 1, 6, 39; Block 4538, Lots 1, 10; Block 4539, Lots 1, 4, 12, 30; Block 4540, Lots 1, 5, 10; Block 4558, Lots 1, 71, 81, 110, 46, 48):
    - De-map portions of Ruby Street and Drew Street between Stanley Avenue and Wortman Avenue (mapped unbuilt streets).
    - De-map portion of Stanley Avenue between Drew Street and Ruby Street (mapped unbuilt streets).
    - De-map portions of Ruby Street and Emerald Street between Wortman Avenue and Cozine Avenue, and a portion of Amber Street between Wortman Avenue and Fairfield Place (mapped unbuilt streets).
    - De-map a portion of Cozine Avenue between Forbell Street and Amber Street (mapped unbuilt street).
  - City map change actions may be modified as analysis continues to best achieve a coordinated network of modern street, drainage infrastructure, and open spaces.
- **Designation of Urban Development Action Areas (UDAA), project approval of Urban Development Action Area Projects (UDAAP).**
- **Disposition** of City-owned property at the HPD and DCAS-owned site to a sponsor or sponsors to be selected by HPD.
- **Site Selection, Acquisition and/or Disposition**, related to:
  - Site selection of property in the North and South Jewel Streets to facilitate resiliency and capital improvement measures by DEP, which could include a combined stormwater and sanitary pump station and Bluebelt Stormwater Best Management Practices (BMPs) serving the Project Area.
  - Acquisition of tax lots in the North Jewel Streets for Bluebelt BMPs, portions of tax lots beyond the mapped right-of-way or private streets where DEP activities such as stormwater, sanitary, water main, or DOT street reconstruction would extend onto private adjacent parcels in the Project Area.
  - Acquisition and potential disposition of residential properties in the North and South Jewel Streets Sub-Areas in coordination with DEP, DCAS, NYC Mayor's Office of Housing Recovery Operations (HRO) and the Mayor's Office of Climate and Environmental Justice (MOCEJ), to support the implementation of drainage infrastructure and Resilient Acquisitions voluntary land acquisition program pilot in the Jewel Streets.

In addition to these land use actions, potential disposition, tax exemption, and HPD financing for one or more sites to facilitate the development of affordable housing may be needed.

### **Proposed Zoning Map Amendments**

#### ***Proposed R5 (Existing R4 District)***

R5 zoning district is proposed to cover sixteen partial blocks in two areas:

- *An area roughly bounded by Sutter Avenue to the north, the midblock between Emerald and Ruby streets to the east, approximately 100 feet north of Linden Boulevard to the south, and Eldert Lane to the west.*



- *An area roughly bounded by approximately 100 feet south of Linden Boulevard to the north, the midblock between Sapphire Street and 79<sup>th</sup> Street to the east, the midblock between Loring Avenue and 151<sup>st</sup> Street to the south, and Amber Street to the west.*

R5 districts are low density districts that provide residences of all types and also permit most community facility uses. The maximum FAR for standard residences is generally 1.5, and 2.0 for lots that meet the criteria for qualifying residential sites. Community facilities are permitted at an FAR of 2.0. Front yards with a depth of 10 feet are required but may be modified depending on specific contexts. The height and setback regulations for all residences are governed by a flat-roofed envelope. Residences on a standard lot have an envelope with a 35-foot maximum base height and, after setback, a 45-foot maximum overall height, while those on qualifying residential sites have an envelope with a 45-foot maximum base height and, after setback, a 55-foot maximum overall height limit. In the Outer Transit Zone, parking is required for 35 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. Parks and other open space uses are permitted.

***Proposed R5/C2-4 (Existing R4 Districts)***

R5/C2-4 zoning district is proposed to cover three blocks in one area:

- *An area roughly bounded by Stanley Avenue to the north, Emerald Street to the east, Wortman Avenue to the south, and Forbell Street to the west.*

R5 is a low-density district that, when mapped concurrently with a C2-4 commercial overlay, allows a mix of residential, community facility, and local retail and service uses. The maximum residential FAR is 1.5 for standard residences and 2.0 for qualifying residential sites, while community facilities are permitted up to 2.0 FAR and commercial uses up to 1.0 FAR. Front yards with a minimum depth of 10 feet are required but may be modified based on specific site conditions. The height and setback regulations for residences are governed by a flat-roofed envelope. For standard residences, the maximum base height is 35 feet, and after a setback, the maximum building height is 45 feet. For qualifying residential sites, the maximum base height is 45 feet, and after a setback, the maximum building height is 55 feet. In the Outer Transit Zone, parking is required for 35 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. A C2-4 commercial overlay paired with the R5 district allows a range of neighborhood-serving retail and service-based uses, such as restaurants, salons, grocery stores, and repair shops. Parks and other open space uses are permitted.

***Proposed R6 (Existing R4, and R5 Districts)***

R6 zoning district is proposed to cover three blocks in one area:

- *An area roughly bounded by approximately 100 feet south of Blake Avenue to the north, Drew Street and Forbell Street to the east, approximately 100 feet north of Linden Boulevard to the south, and Eldert Lane to the west.*

R6 districts are medium density, non-contextual residential districts that allow residential uses of all types and community facility uses. Land uses within the R6 district are generally residential with some community facilities located throughout. Residential uses include single and two family buildings and

larger multi-family apartment buildings. The maximum residential FAR is 3.0 for standard residences for properties located within 100 feet of a wide street and 2.2 for all other properties. Qualifying affordable or senior housing has a maximum FAR of 3.9. Community facility uses are permitted at a maximum FAR of 4.8. For standard residences, buildings have a minimum base height of 40 feet along a wide street and 30 feet along a narrow street and a maximum base height of 65 feet along a wide street and 45 feet along a narrow street. The maximum permitted height for standard residences is 75 feet along a wide street and 55 feet along a narrow street after a 10 to 15 feet setback. For qualifying affordable or senior housing sites, buildings have a maximum base height of 65 feet and may rise to a maximum height of 95 feet along a wide street and 85 feet along a narrow street, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. For larger or irregular sites, this maximum height can be increased to 125 feet. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. Parks and other open space uses are permitted.

***Proposed R6/C2-4 (Existing R4 District)***

R6/C2-4 zoning district is proposed to cover two blocks in one area:

- *An area roughly bounded by Stanley Avenue to the north, Sapphire Street to the east, Wortman Avenue to the south, and Emerald Street to the west.*

R6 is a medium-density, non-contextual district that, when mapped concurrently with a C2-4 commercial overlay, allows residential uses of all types and community facility uses, with local retail and service uses permitted up to 2.0 FAR. Land uses within R6 districts are generally residential with some community facilities located throughout, including single- and two-family buildings as well as larger multi-family apartment buildings. The maximum residential FAR is 3.0 for standard residences on properties located within 100 feet of a wide street and 2.2 for all other properties. Qualifying affordable or senior housing has a maximum FAR of 3.9, and community facility uses are permitted up to 4.8 FAR. For standard residences, buildings have a minimum base height of 40 feet along a wide street and 30 feet along a narrow street, and a maximum base height of 65 feet along a wide street and 45 feet along a narrow street. The maximum permitted height for standard residences is 75 feet along a wide street and 55 feet along a narrow street after a 10- to 15-foot setback. For qualifying affordable or senior housing sites, buildings have a maximum base height of 65 feet and may rise to a maximum height of 95 feet along a wide street and 85 feet along a narrow street, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. For larger or irregular sites, this maximum height can increase to 125 feet. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. A C2-4 commercial overlay paired with the R6 district allows a range of neighborhood-serving retail and service-based uses, such as restaurants, grocery stores, salons, and repair shops. Parks and other open space uses are permitted.

***Proposed R6A (Existing R4/C1-2, R5, and R5/C1-2 Districts)***

R6A zoning district is proposed to cover six partial blocks in four areas:

- *An area roughly bounded by Dumont Avenue to the north, Pine Street to the east, approximately 125 feet south of Dumont Avenue to the south, and Euclid Avenue to the west.*
- *An area roughly bounded by approximately 100 feet south of Dumont Avenue to the north, Autumn Avenue to the east, approximately 100 feet north of Linden Boulevard to the south, and the midblock between Hemlock Street and Crescent Street to the west.*
- *An area roughly bounded by approximately 100 feet south of Linden Boulevard to the north, the midblock between Pine Street and Euclid Avenue to the east, Loring Avenue to the south, and the midblock between Euclid Avenue and Holly Street to the west.*
- *An area roughly bounded by approximately 100 feet south of Linden Boulevard to the north, 79<sup>th</sup> Street to the east, the midblock between Linden Boulevard and Loring Avenue to the south, and Sapphire Street to the west.*

R6A is a medium-density contextual district that allows residential and community facility uses up to 3.0 FAR for standard residences and 3.9 FAR for qualifying affordable or senior housing. Base heights are permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 75 feet for standard residences or 95 feet for qualifying affordable or senior housing. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. Parks and other open space uses are permitted.

***Proposed R6A/C2-4 (Existing C4-1 District)***

R6A/C2-4 zoning district is proposed to cover one partial block in one area:

- *An area roughly bounded by Loring Avenue to the north, Forbell Street to the east, the midblock between Loring Avenue and Stanley Avenue to the south, and Eldert Lane to the west.*

R6A is a medium density contextual district that, when mapped concurrently with a C2-4 commercial overlay, allows residential uses up to 3.0 FAR for standard residences, 3.9 FAR for qualifying affordable or senior housing, and commercial uses up to 2.0 FAR. Community facility uses are permitted up to 3.0 FAR. Base heights are permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 75 feet for standard residences or 95 feet for qualifying affordable or senior housing. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. A C2-4 commercial overlay paired with the R6A district allows a range of local retail and service-based uses, such as restaurants, salons, grocery stores, and repair shops. Parks and other open space uses are permitted.

***Proposed R6D (Existing R4, and R4/C1-2 Districts)***

R6D zoning district is proposed to cover three partial blocks in three areas:

- *An area roughly bounded by approximately 100 feet south of Linden Boulevard to the north, Pine Street to the east, Loring Avenue to the south, and the midblock between Pine Street and Euclid Avenue to the west.*

- *An area roughly bounded by the midblock between Dumont Avenue and Linden Boulevard to the north, Sapphire Street to the east, approximately 100 feet north of Linden Boulevard to the south, and Amber Street to the west.*
- *An area roughly bounded by the midblock between Linden Boulevard and Loring Avenue to the north, 79<sup>th</sup> Street to the east, Loring Avenue to the south, and the midblock between Sapphire Street and 79<sup>th</sup> Street to the west.*

R6D is a medium density contextual district that allows residential and community facility uses up to 2.5 FAR for standard residences and 3.0 FAR for qualifying affordable or senior housing. Base heights are permitted to be between 30 and 45 feet, above which a 10-foot setback is required along a wide street or 15 feet along a narrow street. Building height may reach a maximum of 65 feet for standard residences or 75 feet for qualifying affordable or senior housing. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 25 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. Parks and other open space uses are permitted.

***Proposed R7D (Existing R4/C1-2 District)***

An R7D zoning district is proposed to cover one partial block in one area:

- *An area roughly bounded by Linden Boulevard to the north, 79<sup>th</sup> Street to the east, approximately 100 feet south of Linden Boulevard to the south, and Sapphire Street to the west.*

R7D is a medium to high density contextual district that allows residential and community facility uses up to 4.66 FAR for standard residences and 5.6 FAR for qualifying affordable or senior housing. Base heights are permitted to be between 60 and 85 feet for standard residences, and maximum 95 feet for qualifying affordable housing, above which a 10-foot setback is required along a wide street and 15 feet along a narrow street. Building height may reach a maximum of 105 feet for standard residences or 125 feet for qualifying affordable or senior housing. In the Outer Transit Zone, parking is required for 15 percent of standard residences, while no parking is required for qualifying affordable or senior housing. Beyond the Greater Transit Zone, parking is required for 50 percent of standard residences, 12 percent of qualifying affordable housing, and 10 percent of qualifying senior housing. Waivers are available for small lots in both areas. Parking is required for some community facility uses, though waivers are available for small lots and mixed buildings. Parks and other open space uses are permitted.

***Proposed C4-3 (Existing C4-1 District)***

C4-3 zoning district is proposed to cover three partial blocks in one area:

- *An area roughly bounded by the midblock between Linden Boulevard and Loring Avenue to the north, Ruby Street to the east, Loring Avenue to the south, and Eldert Lane to the north.*

C4-3 is a medium density commercial district that allows a range of commercial, residential, and community facility uses. C4-3 districts permit a maximum commercial FAR of 3.40 and a community facility FAR of 4.8. C4-3 districts permit retail and commercial uses in Use Groups 1 through 10. These use groups include local and regional retail stores, offices, business services, and entertainment uses. For C4-3 districts, the residential district equivalent is an R6 district. As a result, any residences within the C4-3 district must comply with the R6 bulk regulations and, where applicable, with the requirements for qualifying affordable or senior housing. C4-3 districts permit a maximum residential FAR of 3.0 for

standard residences on properties located within 100 feet of a wide street and 2.20 for all other properties, and 3.9 for qualifying affordable or senior housing. Consistent with the R6 residential equivalent, buildings may have a base height between 30 and 65 feet, above which a setback of 10 feet is required on wide streets and 15 feet on narrow streets. Beyond 100 feet of a wide street, the maximum building height is 55 feet for standard residences and 85 feet for qualifying affordable or senior housing. Within 100 feet of a wide street, the maximum building height is 75 feet for standard residences and 95 feet for qualifying affordable or senior housing. Off-street parking is generally required for residential uses, with reductions or waivers available for small lots or transit-accessible areas. Parks and other open space uses are permitted.

***Proposed C4-5 (Existing C4-1 District)***

C4-5 zoning district is proposed to cover three partial blocks in one area:

- *An area roughly bounded by Linden Boulevard to the north, Ruby Street to the east, the midblock between Linden Boulevard and Loring Avenue to the south, and Eldert Lane to the west.*

C4-5 is a medium density commercial district that allows a range of commercial, residential, and community facility uses. C4-5 districts permit a maximum commercial FAR of 3.4 and a community facility FAR of 6.5. C4-5 districts permit retail and commercial uses in Use Groups 1 through 10. These use groups include local and regional retail stores, offices, business services, and entertainment uses. For C4-5 districts, the residential district equivalent is an R7-2 district. As a result, any residences within the C4-5 district must comply with the R7-2 bulk regulations and, where applicable, with the requirements for qualifying affordable or senior housing. C4-5 districts permit a maximum residential FAR of 3.44 for standard residences and 4.0 for qualifying affordable or senior housing. Consistent with the R7-2 residential equivalent, buildings in C4-5 districts may have a base height between 60 and 85 feet, above which a setback of 10 feet is required on wide streets and 15 feet on narrow streets. The maximum building height is 100 feet for standard residences and 115 feet for qualifying affordable or senior housing. Off-street parking is generally not required for residential uses in transit-accessible locations, though waivers and reductions may apply based on lot size or access to public transit. Parks and other open space uses are permitted.

***Proposed C4-5D (Existing R4, R4/C1-2, R4/C2-2, R5, and R6 Districts)***

C4-5D zoning district is proposed for a depth of 100 feet for a portion of 13 blocks in two areas:

- *An area along Linden Boulevard between Crescent Street and Lincoln Avenue.*
- *An area along Linden Boulevard between Eldert Lane and South Conduit Avenue, and on South Conduit Avenue between Linden Boulevard and Sapphire Street.*

C4-5D is a medium density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-5D districts permit a maximum commercial FAR of 4.2 and a community facility FAR of 4.2. C4-5D districts permit retail and commercial uses in Use Groups 1 through 10. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For C4-5D districts, the residential district equivalent is an R7D district. As a result, any residences within the C4-5D district must comply with the R7D bulk regulations and, where applicable, with the requirements for qualifying affordable or senior housing. C4-5D districts permit a maximum residential FAR of 4.66 for standard residences and 5.6 for qualifying affordable or senior housing. Where qualifying affordable or senior housing is mapped and on narrow streets, and consistent with the R7D residential equivalent, C4-5D districts permit a maximum base height of 95 feet, above which the building must be set back, may rise to a maximum height of 125 feet, and have a

maximum of 12 stories. For standard residences, and consistent with the R7D residential equivalent, the maximum base height is 85 feet, above which the building must be set back, and the maximum building height is 105 feet. A building setback of 10 feet is required on wide streets and 15 feet on a narrow street. Off-street parking would be optional for residential uses. Parks and other open space uses are permitted.

***Proposed C4-5X (Existing R4/C1-2, and R5 Districts)***

C4-5X zoning district is proposed for a depth of 100 feet for a portion of five blocks in one area:

- *An area along Linden Boulevard between Holly Street and Crescent Street.*

C4-5X is a medium density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-5X districts permit a maximum commercial FAR of 4.0 and a community facility FAR of 5.0. C4-5X districts permit retail and commercial uses in Use Groups 1 through 10. These use groups include a range of local and regional commercial uses, such as shops, offices, and entertainment venues. For C4-5X districts, the residential district equivalent is an R7X district. As a result, any residences within the C4-5X district must comply with the R7X bulk regulations and, where applicable, with the requirements for qualifying affordable or senior housing. C4-5X districts permit a maximum residential FAR of 5.0 for standard residences and 6.0 for qualifying affordable or senior housing. Consistent with the R7X residential equivalent, buildings in C4-5X districts may have a base height between 60 and 95 feet for standard residences and a maximum base height of 105 feet for qualifying affordable and senior housing, above which a setback of 10 feet is required on wide streets and 15 feet on narrow streets. The maximum building height is 125 feet for standard residences and 145 feet for qualifying affordable or senior housing. Off-street parking is generally not required for residential uses in these transit-accessible areas. Parks and other open space uses are permitted.

***Proposed C2-4 Commercial Overlay (Existing R4, R6, and R6/C1-2 Districts)***

C2-4 commercial overlay is proposed for a depth of 100 feet for a portion of eleven blocks in three areas:

- *An area along Linden Boulevard between Lincoln Avenue and Eldert Lane.*
- *An area along Linden Boulevard between Crescent Street and Eldert Lane.*
- *An area along Sapphire Street between the midblock between Blake Avenue and Dumont Avenue, and the midblock between Dumont Avenue and Linden Boulevard.*

C2-4 commercial overlays allow for up to 1.0 FAR of local retail and service uses in either stand-alone commercial buildings or on the ground floor of mixed-use buildings in R1 through R5 districts and a 2.0 FAR in R6 through R10 districts. They have a maximum base height of 30 feet or two stories, whichever is less, in R1 through R5 districts. The maximum base height is 60 feet or four stories, whichever is less, in R6 and R7 districts, and 85 feet or six stories, whichever is less, in R8 through R10 districts. C2-4 districts permit uses in Use Groups 1 through 10, including a broad mix of neighborhood serving retail, restaurants, salons, repair shops, and limited entertainment uses. These overlays are often mapped in medium to higher density residential areas or along active commercial corridors. For general commercial uses classified under PRC-A, one off-street parking space is required for every 1,000 square feet of floor area. Parking may be reduced or waived based on proximity to transit or if the number of required spaces falls below a certain threshold. Parks and other open space uses are permitted.

**Proposed Zoning Text Amendments**

***Mandatory Inclusionary Housing (MIH)***

HPD is proposing a zoning text amendment to designate portions of the Rezoning Area as MIH areas by amending Appendix F to add the proposed R6, R6/C2-4, R6A, R6A/C2-4, R6D, and R7D districts to the list and maps of MIH Areas.

The proposed R6, R6/C2-4, R6A, R6A/C2-4, R6D, and R7D zoning districts would be mapped as MIH Areas setting mandatory affordable housing requirements pursuant to the MIH program to require a share of new housing to be permanently affordable where significant new housing capacity would be created. The proposed MIH areas would also consolidate maps from previously approved private applications within the Project Area.

The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped MIH areas. The program requires permanently affordable housing set asides for all developments over 10 units or 12,500 zoning sf within the MIH Areas or, as an additional option for developments below 25 units and 25,000 sf, a payment into an Affordable Housing Fund.

The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set-aside. Option 1 requires 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. Additionally, an Option 3, also known as the “Deep Affordability” option, could be applied, which requires that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. The City Council and CPC could apply an additional Option 4, known as the “Workforce” option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30 percent set-aside at AMIs averaging 115 percent and does not allow public funding.

#### ***Amend ZR with New Section 24-182***

HPD is proposing a zoning text amendment to establish a new provision in Section 24-182 of the ZR to allow a floor area exemption for schools within MIH areas located in Brooklyn CD 5 and Queens CD 10 that are established after the adoption of the Jewel Streets MIH zoning text amendment.

To incentivize the creation of new schools in the Project Area, the proposed text would establish special floor area provisions for zoning lots containing schools, stating that zoning lots with a lot area of at least 20,000 square feet, and with up to 150,000 square feet of floor space within a public school constructed in whole or in part pursuant to a written agreement with the New York City School Construction Authority (SCA) and subject to the jurisdiction of the New York City Department of Education (DOE), shall be exempt from the definition of *floor area*.

#### **Proposed City Map Change**

HPD anticipates a range of street mapping, de-mapping and acquisition actions that may be modified as analysis continues, with the overall goal of creating a coordinated network of modern streets, drainage infrastructure, and open spaces that advance environmental justice, resiliency and the community planning objectives in the Jewel Streets Neighborhood Plan.

#### ***Linden Sub-Area***

The Proposed Actions at the former Cineplex site within the Linden Sub-Area (Block 4492, Lot 4) include the following changes to the City Map:

- Map the extension of Forbell Street between Linden Boulevard and Loring Avenue. The right-of-way is assumed to be consistent with surrounding local streets (approximately 60 feet), subject to final determination.

This mapping action is intended to restore continuity in the street network and eliminate dead end conditions. Extending Forbell Street would reestablish a north south connection between Linden Boulevard and Loring Avenue, supporting vehicular, pedestrian, and emergency access. This change would also support stormwater management planning and coordination with the Jewel Streets drainage system.

### ***HPD and DCAS-owned Site Sub-Area***

The Proposed Actions on the HPD and DCAS-owned site (Block 4536, Lots 1, 5, 29; Block 4537, Lots 1, 6, 39; Block 4538, Lots 1, 10; Block 4539, Lots 1, 4, 12, 30; Block 4540, Lots 1, 5, 10; Block 4558, Lots 1, 71, 81, 110, 46, 48) include changes to the City Map:

- De-map portions of Ruby Street and Drew Street between Stanley Avenue and Wortman Avenue (mapped unbuilt streets).
- De-map portion of Stanley Avenue between Drew Street and Ruby Street (mapped unbuilt streets).
- De-map portions of Ruby Street and Emerald Street between Wortman Avenue and Cozine Avenue, and a portion of Amber Street between Wortman Avenue and Fairfield Place (mapped unbuilt streets).
- De-map a portion of Cozine Avenue between Forbell Street and Amber Street (mapped unbuilt street).

The HPD and DCAS-owned site currently lacks effective circulation due to discontinuous mapped streets, dead-end conditions, and mapped unbuilt streets. The proposed actions would de-map portions of Ruby Street and Drew Street between Stanley Avenue and Wortman Avenue, and a portion of Stanley Avenue between Drew Street and Ruby Street, to remove nonfunctional mapped streets that impede coordinated infrastructure planning. Additional de-mappings include portions of Ruby Street and Emerald Street between Wortman Avenue and Cozine Avenue, a portion of Amber Street between Wortman Avenue and Fairfield Place, and a portion of Cozine Avenue between Forbell Street and Amber Street. These de-mappings would allow for future coordination of infrastructure and drainage improvements, support long-term resiliency, and establish a clearer framework for ongoing and future public investments.

### **Designation of Urban Development Action Areas (UDAA) and Project Approval of Urban Development Action Projects (UDAAP)**

The Proposed Actions include Designation of UDAA and project approval of UDAAP to facilitate affordable housing and community facility uses consistent with HPD's mission and the goals of the Jewel Streets Neighborhood Plan.

### **Disposition Of City Owned Land**

The Proposed Actions include the disposition of City-owned property at the HPD and DCAS-owned site to a sponsor or sponsors to be selected by HPD.

### **Site Selection, Acquisition and/or Disposition**

The Proposed Actions would include site selection of property in the North and South Jewel Streets to facilitate resiliency and capital improvement measures by DEP, which could include a combined



stormwater and sanitary pump station and Bluebelt Stormwater Best Management Practices (BMPs) serving the Project Area. The pump station would convey stormwater from the Project Area to Bluebelt BMPs located on the HPD and DCAS-owned site before discharging to Spring Creek, and would also convey sanitary flows from the Project Area to the 26<sup>th</sup> Ward WRRF. The pump station is a critical component of the drainage system, providing the necessary hydraulic capacity to manage both storm events and wastewater flows in areas where gravity-based systems are not feasible due to low topography. DEP's Bluebelts consist of created or augmented waterbodies including stream channels, wetlands and ponds as well as infrastructure such as culverts, weirs, and piping. Bluebelts are intended to preserve, restore, or create a natural drainage corridor and/or storage pond within a watershed and augmented or customize its storage and flow capacity to allow for the collection and conveyance of stormwater during and after heavy rainfall. Bluebelts are designed to receive, store, and convey urban stormwater to mitigate flooding while also improving water quality in receiving waterbodies. These improvements would advance the goals of the Jewel Streets Neighborhood Plan by reducing chronic flooding, improving public health and environmental conditions, and supporting long-term climate resilience for the community.

The Proposed Actions may include acquisition of tax lots in the North Jewel Streets for Bluebelt BMPs, portions of tax lots beyond the mapped right-of-way or private mapped streets where DEP activities such as stormwater, sanitary, water main, or street reconstruction would extend onto private adjacent parcels in the Project Area.

This work would involve the installation of new storm sewers below grade within Project Area streets in accordance with City design criteria, as well as catch basins with sumps along curbs to direct stormwater into the system. Sanitary sewer lines would be installed concurrently beneath Project Area streets to collect wastewater and allow for the removal of existing septic systems. Water mains would be replaced during this work to address aging infrastructure, and streets would be regraded and reconstructed to meet NYCDOT standards, including the restoration of damaged pavement, curbs, and sidewalks. These improvements would support the goals of the Jewel Streets Neighborhood Plan by addressing chronic flooding, modernizing utility infrastructure, and creating a more resilient and functional street network for residents.

The Proposed Actions may include the acquisition and potential disposition of residential properties within the North and South Jewel Streets Sub-Area in coordination with DEP, DCAS, and MOCEJ to support the implementation of the drainage infrastructure plan and voluntary land acquisition program administered by MOCEJ that would provide acquisition and relocation assistance to affected homeowners and tenants.

In addition to these land use actions, potential disposition, tax exemption, and HPD financing for one or more sites to facilitate the development of affordable housing.

## **Framework for Environmental Review**

### **Reasonable Worst-Case Development Scenario (RWCDs)**

In order to assess the possible impacts of the Proposed Actions, a reasonable worst-case development scenario (RWCDs) was developed for both the current (Future No-Action) and proposed zoning (Future With-Action) conditions for a fifteen-year period (build year 2040). The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the EIS. While neighborhood plans are typically analyzed across a 10-year period, the Jewel Streets' analysis framework utilizes a fifteen-year period to provide a more comprehensive picture of how the proposed infrastructure work will impact long-term development conditions.

To determine the future With-Action and No-Action conditions, standard methodologies have been used following the *CEQR Technical Manual* guidelines employing reasonable assumptions. These methodologies have been used to identify the amount and location of future development.

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites including known development proposals, past and current development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within the Project Area. The first step in establishing the development scenario for the Proposed Actions was to identify those sites where new development could be reasonably expected to occur.

### **Development Site Criteria**

The selection of development sites began with the baseline criteria suggested in the *CEQR Technical Manual*. The development site criteria were further honed based on the unique characteristics of the various Suba-Areas and Sub-Districts.

Areas with regular development patterns, legal-grade streets, drainage infrastructure, and a built-up context were assessed in accordance with the recommended *CEQR Technical Manual* criteria. These areas include:

- The Linden Boulevard Suba-Area;
- The blocks between Drew Street to the east and Eldert Lane to the west, Sutter Avenue to the north and Linden Boulevard to the south;
- The South Jewel Streets Sub-District: The Proposed Actions would facilitate legal grade streets and drainage infrastructure, allowing for regular development patterns in a with-action condition in the South Jewel Streets Sub-District. The South Jewel Streets sites are therefore being assessed in accordance with the recommended *CEQR Technical Manual* criteria.

The criteria used to assess these sites include:

- Lots located in areas where a substantial increase in permitted FAR is proposed; and lots with a total size of 5,000 sf or larger (may include potential single-owner assemblages totaling 5,000 sf, respectively, if assemblage seems probable).
- Lots constructed to less than or equal to half of the maximum allowable FAR under the relevant zoning.

More conservative development site criteria were developed for the North Jewel Streets Sub-District which will continue to remain below grade under the with-action condition. The North Jewel Streets Sub-District includes the blocks between Ruby Street and Drew Street, extending east towards 78<sup>th</sup> Street, bounded by Dumont Avenue to the south, and South Conduit Avenue to the north. This area lies below grade and lacks storm and sanitary sewers. The Proposed Actions would facilitate a new drainage and sanitary sewer system, along with nominal street raising. However, as the area will remain largely below-grade, ongoing development constraints are anticipated, necessitating more conservative site criteria.

- Lots located in areas where a substantial increase in permitted FAR is proposed; And lots with a total size of 15,000 sf or larger (may include potential two-owner assemblages totaling 15,000 sf, respectively, if assemblage seems probable).

- Lots constructed to less than or equal to half of the maximum allowable FAR under the relevant zoning. Certain lots that meet these criteria have been excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed rezoning.
- Lots where construction activity is occurring or has recently been completed (within the last ten years).
  - With the exception of Potential Development Site C which was built in 2018. This site was included due to the large parking lot which could be redeveloped with infill development in the future.
- Long-standing institutional uses, such as schools (public and private), municipal libraries, government offices, and large medical centers in control of their sites, with no known development plans. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under the current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency.
- Multi-unit buildings (i.e., existing individual buildings with six or more residential units) built before 1974 are unlikely to be redeveloped as they may contain rent-stabilized units. Buildings with rent-stabilized units are difficult to legally demolish due to tenant re-location requirements. Unless there are known redevelopment plans (throughout the public review process or otherwise), these buildings are generally excluded from the analysis framework.
- Lots whose location, highly irregular shape, or highly irregular topography would preclude or greatly limit future as of right development. Generally, development on highly irregular lots does not produce marketable floor space.
- Lots utilized for public transportation and/or public utilities.

### **Projected and Potential Development Sites**

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the fifteen-year analysis period for the Proposed Actions (i.e., by the analysis year 2040) while potential sites are considered less likely to be developed over the approximately fifteen-year analysis period. Sites were further excluded from the list of potential development sites based on the following criteria:

- Lots whose slightly irregular shapes, topographies, or encumbrances would make development more difficult.
- Lots with four or more commercial tenants, which are less likely to redevelop in the foreseeable future.
- Active businesses, which may provide unique services or are prominent, successful neighborhood businesses or organizations unlikely to move.

Based on the above criteria, 38 development sites (33 projected and 5 potential) have been identified in the Rezoning Area. These projected and potential development sites are depicted on Figure 9, “Projected and Potential Development Sites.”

The EIS will assess both density-related and site-specific potential impacts from development on all projected development sites. Density-related impacts are dependent on the amount and type of development projected on a site and the resulting impacts on traffic, air quality, community facilities, and open space.

Site-specific impacts relate to individual site conditions and are not dependent on the density of projected development. Site-specific impacts include potential noise impacts from development, the effects on historic resources, and the possible presence of hazardous materials. Development is not anticipated on the potential development sites in the foreseeable future. Therefore, these sites have not been included in the density-related impact assessments. However, review of site-specific impacts for these sites will be conducted to ensure a conservative analysis.

### **Development Scenario Parameters**

#### ***Dwelling Unit (DU) Factor***

The number of projected DUs in most residential buildings is determined by dividing the total amount of residential floor area by 850 and rounding to the nearest whole number. However, at the HPD and DCAS-owned site, the projected number of DUs is determined based on a DU factor of 1,010, which accounts for a mix of units intended for homeownership.

#### ***Future without the Proposed Actions (No-Action Condition)***

In the future without the Proposed Actions (No-Action condition), the identified projected development sites are assumed to either remain unchanged from existing conditions or become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low intensity uses that are deemed likely to support more active uses. Table 1, “2040 RWCDs No-Action and With-Action Land Uses on Projected Development Sites,” shows the No-Action Conditions for the projected development sites.

As shown in Table 1 below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately 238,369 gross-square-feet (gsf) of built floor area on the 33 projected development sites. Under the RWCDs, the total No-Action development would comprise approximately 12,158 gsf of residential floor area (approximately 17 dwelling units (DUs)), 28,428 gsf of local retail uses, 76,122 gsf of office uses, 49,188 gsf of community facility uses, and 1,150 accessory parking spaces. The estimated population under the No-Action condition would include a total of approximately 51 residents and workers on these projected development sites.

#### ***Future with the Proposed Actions (With-Action Condition)***

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. As shown in Table 1, under the RWCDs, the total development expected to occur on the 33 projected development sites under the With-Action condition would consist of approximately 5,839,248 gsf of floor area, including 5,207,180 gsf of residential floor area (approximately 5,167 DUs), a substantial proportion of which are expected to be affordable pursuant to MIH and City-based programs, 191,068 gsf of local retail uses, 104,300 gsf of office uses, and 305,647 gsf of community facility uses, as well as 1,894 accessory parking spaces. The estimated population under the With-Action condition would include a total of approximately 15,397 residents and 2,460 workers on these projected development sites.

The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be an increase of 5,195,022 gsf of residential floor area (5,150 DUs), 162,640 gsf of local retail space, 28,178 gsf of office space, 256,459 gsf of community facility space, and a net increase of 744 accessory parking spaces.

Based on 2020 Census data, the average household size for residential units in Brooklyn CD 5 and Queens CD 10 is 2.98. Based on this ratio and standard ratios for estimating employment for commercial, community facility and industrial uses, Table 1 also provides an estimate of the number of residents and workers on the 33 project development sites in the No-Action and With-Action conditions. As indicated in the table, under the RWCDs, the Proposed Actions would result in a net increment of 15,346 residents and 1,502 workers.

A total of five sites were considered less likely to be developed within the foreseeable future and were thus considered potential development sites. As noted earlier, the potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognized that several potential development sites could be developed under the Proposed Actions in lieu of one or more of the projected sites in accommodating the development anticipated in the RWCDs. The potential development sites are therefore also analyzed in the EIS for site-specific effects.

As such, the EIS will analyze the projected development sites for all technical areas of concern and also evaluate the effects of the potential developments for site-specific effects such as archaeology, shadows, hazardous materials, stationary air quality, and noise.

Table A-1: 2040 RWCDs No-Action and With-Action Land Uses on Projected Development Sites

| Land Use                        | No-Action Condition     | With-Action Condition     | Increment                 |
|---------------------------------|-------------------------|---------------------------|---------------------------|
| <b>Residential</b>              |                         |                           |                           |
| <b>Total Residential</b>        | <b>17 DUs</b>           | <b>5,167 DUs</b>          | <b>5,150 DUs</b>          |
|                                 | <b>10,577 sf (ZFA)</b>  | <b>4,640,760 sf (ZFA)</b> | <b>4,630,183 sf (ZFA)</b> |
|                                 | <b>12,158 sf (GFA)</b>  | <b>5,207,180 sf (GFA)</b> | <b>5,195,022 sf (GFA)</b> |
| <b>Community Facility</b>       |                         |                           |                           |
| Medical Office                  | 33,150 sf (ZFA)         | 185,847 sf (ZFA)          | 152,697 sf (ZFA)          |
|                                 | 39,000 sf (GFA)         | 215,374 sf (GFA)          | 176,374 sf (GFA)          |
| Worship                         | 9,067 sf (ZFA)          | 0 sf (ZFA)                | -9,067 sf (ZFA)           |
|                                 | 10,188 sf (GFA)         | 0 sf (GFA)                | -10,188 (GFA)             |
| Community Facility Other        | 0 sf (ZFA)              | 76,732 sf (ZFA)           | 76,732 sf (ZFA)           |
|                                 | 0 sf (GFA)              | 90,273 sf (GFA)           | 90,273 sf (GFA)           |
| <b>Total Community Facility</b> | <b>42,217 sf (ZFA)</b>  | <b>262,579 sf (ZFA)</b>   | <b>220,362 sf (ZFA)</b>   |
|                                 | <b>49,188 sf (GFA)</b>  | <b>305,647 sf (GFA)</b>   | <b>256,459 sf (GFA)</b>   |
| <b>Commercial</b>               |                         |                           |                           |
| Local Retail                    | 25,300 sf (ZFA)         | 164,810 sf (ZFA)          | 139,510 sf (ZFA)          |
|                                 | 28,428 sf (GFA)         | 191,068 sf (GFA)          | 162,640 sf (GFA)          |
| Supermarket                     | 61,568 sf (ZFA)         | 22,360 sf (ZFA)           | -39,208 sf (ZFA)          |
|                                 | 69,178 sf (GFA)         | 26,306 sf (GFA)           | -42,872 sf (GFA)          |
| Office                          | 67,748 sf (ZFA)         | 89,444 sf (ZFA)           | 21,696 sf (ZFA)           |
|                                 | 76,122 sf (GFA)         | 104,300 sf (GFA)          | 28,178 sf (GFA)           |
| <b>Total Commercial</b>         | <b>154,616 sf (ZFA)</b> | <b>276,615 sf (ZFA)</b>   | <b>121,999 sf (ZFA)</b>   |
|                                 | <b>173,728 sf (GFA)</b> | <b>321,676 sf (GFA)</b>   | <b>147,948 sf (GFA)</b>   |
| <b>Manufacturing</b>            |                         |                           |                           |
| Auto Related                    | 2,932 sf (ZFA)          | 0 sf (ZFA)                | -2,932 sf (ZFA)           |
|                                 | 3,295 sf (GFA)          | 0 sf (GFA)                | -3,295 sf (GFA)           |
| Industrial                      | 0 sf (ZFA)              | 4,200 sf (ZFA)            | 4,200 sf (ZFA)            |
|                                 | 0 sf (GFA)              | 4,746 sf (GFA)            | 4,746 sf (GFA)            |
| <b>Total Manufacturing</b>      | <b>2,932 sf (ZFA)</b>   | <b>4,200 sf (ZFA)</b>     | <b>1,268 sf (ZFA)</b>     |
|                                 | <b>3,295 sf (GFA)</b>   | <b>4,746 sf (GFA)</b>     | <b>1,451 sf (GFA)</b>     |
| <b>Parking</b>                  |                         |                           |                           |
| <b>Parking Spaces</b>           | <b>1,150 spaces</b>     | <b>1,894 spaces</b>       | <b>744 spaces</b>         |
| <b>TOTAL</b>                    |                         |                           |                           |
| <b>Total ZFA</b>                | <b>210,342 sf (ZFA)</b> | <b>5,184,155 sf (ZFA)</b> | <b>4,973,813 sf (ZFA)</b> |
| <b>Total GFA</b>                | <b>238,369 sf (GFA)</b> | <b>5,839,248 sf (GFA)</b> | <b>5,600,879 sf (GFA)</b> |
| <b>Population</b>               |                         |                           |                           |
| <b>Residents</b>                | <b>51</b>               | <b>15,397</b>             | <b>15,346</b>             |
| <b>Workers</b>                  | <b>958</b>              | <b>2,460</b>              | <b>1,502</b>              |

## **Attachment B: Additional Technical Information for EAS Full Form Part II: Technical Analysis**

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A RWCDs has been developed to assess the potential for the Proposed Actions to significantly affect the environment. The RWCDs identifies the analysis year, which is the year when the full effects of the Proposed Actions are expected to occur, as 2040.

Two future conditions in 2040 are considered:

- **No-Action Condition.** Based on existing conditions, observed trends, and known and expected changes, the No-Action condition represents development that is likely to occur in the absence of the Proposed Actions. This condition serves as the baseline for environmental review.
- **With-Action Condition.** From the range of development outcomes that are both reasonable and likely under the Proposed Actions, the RWCDs selects the scenario with the greatest potential for environmental effects.

Potential impacts are assessed by comparing the With-Action condition to the No-Action condition. A detailed description of the analysis framework is provided in Attachment A, “Project Description,” and further details and assumptions are documented in the Draft Scope of Work (DSOW) for the Environmental Impact Statement (EIS) (CEQR No. 26HPD019Y).

Under the RWCDs, the Proposed Actions would result in an incremental increase of approximately 256,459 gross square feet (gsf) (220,362 zoning square feet [zsf]) of community facility space; 147,948 gsf (121,999 zsf) of commercial space; 1,451 gsf (1,268 zsf) of manufacturing space; and 5,150 DUs.

As described in the EAS Full Form Part II, the technical areas requiring further study to determine the potential for significant adverse impacts include land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction.

The following sections provide the preliminary screening analyses, prepared in accordance with the *CEQR Technical Manual*, to determine which technical areas warrant detailed study in the EIS.

### **A. LAND USE, ZONING, AND PUBLIC POLICY**

A land use analysis describes the existing uses and development trends in the area that the Proposed Actions may affect and evaluates whether the actions align with current zoning and applicable public

policies. Even if the potential for inconsistency is limited, documenting these conditions establishes a baseline for other technical analyses. A detailed assessment is warranted when an action would significantly alter land use patterns, substantially modify zoning regulations or policies, or when required by other technical analyses.

The Proposed Actions would implement a project developed through a multi-year planning process led by HPD in coordination with local stakeholders. The Proposed Actions would affect an approximately 42-block area on the border of Brooklyn CD 5 and Queens CD 10, generally bounded by Sutter Avenue to the north, South Conduit Avenue to the east, 153<sup>rd</sup> Avenue to the south, and Holly Street to the west.

Figure 3, “Existing Zoning;” Figure 4, “Land Use,” Figure 5, “Proposed Zoning;” and Figure 6, “Proposed Mandatory Inclusionary Housing (MIH) areas” in the EAS illustrate existing and proposed zoning districts, special districts, and proposed MIH areas as well as existing land uses within the Project Area. As described in Attachment A, “Project Description,” the Proposed Actions would establish new zoning to facilitate the development of housing, including affordable housing, support neighborhood-serving retail, and guide investment in the public realm.

Several citywide public policies apply, including Housing New York, Vision Zero, the Food Retail Expansion to Support Health (FRESH) Program, applicable Business Improvement Districts (BIDs), and OneNYC / PlaNYC: Getting Sustainability Done, New York City’s current sustainability and climate action plans. Because portions of the Project Area are within the City’s Coastal Zone, the Proposed Actions’ consistency with the Waterfront Revitalization Program will also be evaluated (see Figure 7, “Flood Zones and Coastal Zone”).

Given that the Proposed Actions would rezone a 42-block area, they would alter existing land uses and zoning in ways that could affect public policy. To account for these changes, an assessment will be provided in the EIS, as described in the DSOW.

## **B. SOCIOECONOMIC CONDITIONS**

CEQR considers five issues when evaluating socioeconomic conditions: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement; and (5) adverse effects on specific industries. A socioeconomic assessment is required if an action may reasonably be expected to result in substantial socioeconomic changes. This may occur if an action directly displaces residents, a large number of businesses or employees, or a business or institution that is unusually important to the community. It may also occur if an action introduces substantial new development that differs markedly from existing uses and activities, resulting in indirect displacement of residents or businesses.

The following describes the level of assessment warranted and the scope of analysis for the five issues of concern:

### **DIRECT RESIDENTIAL DISPLACEMENT**

CEQR requires an assessment of direct residential displacement if an action would displace more than 500 residents. The Proposed Actions would not exceed this threshold and are not expected to result in significant adverse impacts related to direct residential displacement. Further, existing residents within Projected and Potential Development Sites in the North and South Jewel Street Sub-Areas would be able to utilize New York City’s Resilient Acquisitions Voluntary Land Acquisition Program, which allows



homeowners in high-flood-risk areas to sell their properties to the City. The EIS will, however, disclose the number of residential units and the estimated number of residents displaced, and compare this displacement to the overall population of the study area.

#### **DIRECT BUSINESS DISPLACEMENT**

A preliminary assessment of direct business displacement is warranted if an action would result in the displacement of more than 100 employees. The Proposed Actions would facilitate the redevelopment of parcels occupied by office, retail, and other businesses. Redevelopment could result in the displacement of more than 100 employees. The EIS will therefore include a preliminary assessment of direct business displacement. This assessment will use New York State Department of Labor data, U.S. Census Bureau data, and field surveys to estimate the number and types of businesses and employees displaced. It will also consider whether displaced businesses provide essential goods or services that could not be easily replaced in their trade areas or fall into categories subject to preservation policies. If displacement of more than 100 employees is identified, the EIS will provide a detailed analysis of operational characteristics, relocation feasibility, and changes in commercial space availability and rents under the No-Action and With-Action conditions.

#### **INDIRECT RESIDENTIAL DISPLACEMENT**

If an action introduces more than 200 incremental residential units, CEQR requires a preliminary assessment of indirect residential displacement. The Proposed Actions would result in a net increment of more than 200 new residential units. Therefore, the EIS will include an assessment of indirect residential displacement.

#### **INDIRECT BUSINESS DISPLACEMENT**

An assessment of indirect business displacement is warranted if an action would introduce more than 200,000 gsf of commercial uses. The Proposed Actions would introduce approximately 147,948 gsf of commercial uses, which is below the CEQR threshold. Therefore, the EIS will not include an assessment of indirect business displacement.

#### **ADVERSE EFFECTS ON SPECIFIC INDUSTRIES**

CEQR requires a preliminary assessment when an action could significantly affect business conditions in a particular industry or category of businesses (e.g., a concentrated auto-repair corridor or a garment manufacturing cluster). The Proposed Actions would result in the redevelopment of existing office, local retail, and supermarket dispersed across the Project Area. However, these uses are not concentrated in a single industry. The existing office supply provides space for a wide variety of business types. Further, the Proposed Actions would result in a 28,178-gsf incremental increase in office space. The inventory of existing local retail is similarly varied, and the Proposed Actions would result in an incremental increase of 162,640 gsf of local retail. Supermarket space would be incrementally reduced with the Proposed Actions, but the With-Action condition would maintain 26,306 gsf of supermarket space. The action does not impose citywide regulatory changes that target any industry. Accordingly, the Proposed Actions would not significantly affect business conditions in any specific industry, and a detailed assessment of adverse effects on specific industries is not warranted.

### **C. COMMUNITY FACILITIES AND SERVICES**

Community facilities include public or publicly funded schools, libraries, early childhood programs, health care facilities, and fire and police protection. An analysis evaluates whether a proposed action would

affect these services. Actions can affect facilities directly, if they displace or alter a facility, or indirectly, if new population growth changes demand for services.

Several development sites currently contain community facilities (ex. medical offices on Projected Development Site 2 and a house of worship on Projected Development Site 5). As such, the DEIS will include an assessment of direct effects to community facilities. Additionally, the new residential population associated with the Proposed Actions would rely on existing facilities, potentially resulting in indirect effects.

Demand for community facilities is tied to the number, type, and income characteristics of new households. Based on the RWCDs, the Proposed Actions would introduce approximately 5,150 incremental residential units, including 2,177 to 2,477 affordable units, housing an estimated 15,346 new residents. The sections below describe the effects of this new population on community facilities.

## **DIRECT IMPACTS ANALYSIS**

Per the *CEQR Technical Manual*, if a proposed project would displace or alter a community facility, “this ‘direct’ effect triggers the need to assess the service delivery of the facility and the potential effect that the physical change may have on that service delivery. Temporary direct effects should also be considered (for example, the temporary closing of a facility during a phase of construction).” The analysis would identify the facility’s name, location, type, services, size, hours of operation, and population or area served and assess capacity and any excess or deficiency. If available, a site or floor plan should be provided to illustrate the area directly affected. The analysis would evaluate the extent of service disruption or loss and, if applicable, assess potential indirect effects on other nearby facilities.

## **INDIRECT IMPACTS ANALYSIS**

### ***PUBLIC SCHOOLS***

CEQR requires a detailed schools assessment if an action introduces 50 or more elementary and middle school students, or 150 or more high school students. Using CEQR student generation rates for Brooklyn/Queens, the Proposed Actions would generate approximately 1,234 elementary/middle school students (1,219 in Brooklyn CSD 19 and 15 in Queens CSD 27) and 113 high school students (102 in Brooklyn and 11 in Queens). Therefore, a detailed assessment of high schools is not warranted, but the EIS will include a detailed assessment of public school capacity, with elementary and intermediate schools analyzed at the DOE sub-district level within Community School Districts 19 and 27. The analysis will consider enrollment, capacity, utilization rates, planned capacity projects, and potential mitigation, in consultation with SCA and DOE.

### ***LIBRARIES***

A libraries assessment is warranted if the ratio of residential units to library branches increases by five percent or more. Brooklyn CD 5 and Queens CD 10 together contain approximately 93,000 existing housing units. With 5,150 incremental units, the Proposed Actions would increase units per branch by more than five percent. Per the guidance of the *CEQR Technical Manual*, the EIS will include a libraries assessment within a 0.75-mile radius of the Project Area, identifying and describing Brooklyn and Queens Public Libraries branches, facilities, and holdings. Holdings per resident will be calculated in the No-Action

and With-Action conditions, and impacts will be assessed in consultation with Brooklyn and Queens Public Libraries.

### **EARLY CHILDHOOD PROGRAMS**

CEQR requires an early childhood programs assessment if an action generates 20 or more eligible children under age five from low- or low/moderate-income households. The minimum number of low or low/moderate income residential units that would yield 20 children is 110 in Brooklyn and 139 in Queens. The Proposed Actions would introduce as many as 2,477 incremental affordable housing units, all of which would be located in Brooklyn, resulting in 441 eligible children, thereby exceeding the CEQR threshold for analysis. Per *CEQR Technical Manual* guidance, the EIS will assess early childhood programs within a 1.5-mile radius of the Project Area, describing facilities, enrollment, and utilization. The analysis will evaluate No-Action and With-Action demand, identify slot deficiencies, and apply CEQR thresholds for significant adverse impacts. A qualitative discussion of Universal 3-K and Pre-K programs will also be provided.

### **POLICE/FIRE SERVICES AND HEALTH CARE FACILITIES**

A detailed analysis of police and fire services and health care facilities is warranted if a proposed action would (a) introduce a sizeable new neighborhood where one has not previously existed, or (b) would displace or alter a hospital or public health clinic, fire protection services facility, or police station. As the Proposed Actions would not result in any of the above, no significant adverse impacts would be expected to occur, and a detailed analysis of police and fire services and health care facilities is not required. For informational purposes, however, a description of existing police, fire, and health care facilities serving the Rezoning Area will be provided in the EIS.

## **D. OPEN SPACE**

CEQR requires a detailed open space analysis if an action would result in direct or indirect effects on public open space resources as defined by the *CEQR Technical Manual*.

A direct effect assessment is required if a project would:

- Alienate or convert parkland;
- Physically reduce public open space through encroachment or displacement;
- Change the use of an open space so that it no longer serves the same user population (e.g., removing playground equipment);
- Limit public access (e.g., closing a park entrance); or
- Introduce noise, air pollutants, odors, or shadows that reduce the usability or enjoyment of public open space.

An indirect effect assessment is required if a project would increase the population by more than 200 residents or 500 workers, the CEQR thresholds at which additional demand may begin to affect open space use and quality.

The Proposed Actions would not directly displace or alter any public open space resources, nor would they limit public access. However, based on the RWCDs, the Proposed Actions would introduce approximately 5,150 new housing units, housing an estimated 15,346 residents, as well as new land uses that would generate an estimated 1,502 additional workers. These increments exceed CEQR thresholds for both

residential and worker populations. Accordingly, the EIS will include a detailed open space assessment for indirect residential and nonresidential effects.

Consistent with *CEQR Technical Manual* guidance, the analysis will evaluate active and passive open space ratios for a residential study area (½-mile radius) and a nonresidential study area (¼-mile radius). Study areas will generally comprise census tracts with at least 50 percent of their area inside the radius, and tracts containing the Project Area will be included in full. Sub-areas may be defined, as appropriate, to capture localized effects. Potential direct effects from other technical areas, such as noise, air quality, or shadows, will be addressed in those respective chapters with cross-references in the Open Space chapter.

## **E. SHADOWS**

A shadow assessment is required if an action would allow new structures taller than 50 feet or introduce development adjacent to sunlight-sensitive resources. The Proposed Actions would permit buildings taller than 50 feet, including some near sunlight-sensitive resources. Sunlight-sensitive resources are defined to include public open spaces, historic architectural features that are dependent on sunlight, and natural resources. These buildings could cast new shadows that may affect the usability of those resources.

Accordingly, the EIS will include a detailed shadows analysis. The analysis will follow *CEQR Technical Manual* guidance, beginning with a three-tier screening process to identify resources within the longest shadow study area, evaluate potential shadow zones, and, if necessary, model shadow patterns using three-dimensional computer simulations. If screening cannot rule out potential impacts, the EIS will compare No-Action and With-Action conditions on four representative days (March 21, May 6/August 6, June 21, and December 21); present incremental shadow graphics and duration tables; and assess significance based on CEQR criteria. Where applicable, findings will be cross-referenced with the Open Space, Historic Resources, and Natural Resources chapters.

## **F. HISTORIC AND CULTURAL RESOURCES**

A historic and cultural resources assessment is required if an action could affect archaeological or architectural resources. These resources include districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, or archaeological importance. They encompass properties designated or eligible for designation as New York City Landmarks (NYCLs) or Scenic Landmarks, properties within New York City Historic Districts, properties listed on or eligible for the State and/or National Register of Historic Places (S/NR), and National Historic Landmarks.

Although no Projected or Potential Development Site contains a S/NR or LPC landmark, the Proposed Actions would permit new development adjacent to and near the S/NR-eligible Linden Plaza Building District. As a result, the Proposed Actions could affect historic architectural resources, and an assessment of architectural resources will be included in the EIS.

Although the New York State Cultural Resource Information System (CRIS) does not map the Rezoning Area as archaeologically sensitive, the area contains vacant parcels, former wetlands, and sites that appear not to have been previously excavated. Because the Proposed Actions would allow new in-ground disturbance on these sites, they may have the potential to affect archaeological resources. Accordingly, the EIS will include a Phase IA Archaeological Documentary Study, prepared in consultation with the New York City Landmarks Preservation Commission, to assess archaeological sensitivity and determine whether further investigation is warranted.

## **G. URBAN DESIGN AND VISUAL RESOURCES**

CEQR requires an urban design and visual resources assessment when an action could alter elements that shape the pedestrian experience of public space. These elements include streets, buildings, open spaces, visual and natural resources, wind, and sunlight. A preliminary assessment is appropriate if a pedestrian would perceive physical changes beyond what existing zoning allows, such as modifications to yard, height, and setback requirements or increases in built floor area compared to existing as-of-right conditions. A detailed assessment is warranted if the action would substantially change the neighborhood streetscape by noticeably increasing the scale of development.

The Proposed Actions would not introduce tall waterfront buildings that could exacerbate wind conditions through channelization or downwash effects; therefore, a wind assessment is not required. However, the Proposed Actions would allow development at a greater scale and density than current zoning permits. These changes would alter the pedestrian experience of public space and could affect views toward open spaces and other visual resources.

Accordingly, the EIS will include a preliminary assessment of urban design and visual resources to evaluate how the Proposed Actions may affect the character of streetscapes and pedestrian experience.

## **H. NATURAL RESOURCES**

CEQR defines natural resources as the City's biodiversity (plants, wildlife, and other organisms); aquatic or terrestrial areas that provide habitat to sustain these life processes; and areas that support the ecological systems maintaining the City's environmental stability. Natural resources include groundwater, soils, geologic features, and habitats such as wetlands, dunes, beaches, grasslands, woodlands, landscaped areas, gardens, parks, and built structures used by wildlife.

A natural resources assessment is appropriate if a natural resource is present on or near the site of a proposed action and may be directly or indirectly disturbed. Portions of the Project Area are near Spring Creek Park, Fresh Creek, and Jamaica Bay, which include tidal wetlands, mapped floodplains, and coastal habitats. According to the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC), the area falls within the range of several listed species, including the threatened piping plover (*Charadrius melodus*). However, the Project Area itself is largely developed, with limited ecological value, and does not contain designated critical habitat for any listed species.

Because the Proposed Actions would facilitate development near wetlands, floodplains, and other sensitive areas, the EIS will include a natural resources assessment to evaluate potential effects on ecological resources and to document consistency with federal, state, and City regulatory protections.

## **I. HAZARDOUS MATERIALS**

Significant adverse impacts from hazardous materials may occur when such materials exist on a site and an action increases exposure pathways, or when an action introduces new activities or processes that use hazardous materials. Redevelopment can also create risks if it disturbs contaminated soil, groundwater, or building materials.

The Project Area includes sites containing current and former manufacturing and auto-related uses, vacant land, and areas of historic fill near Spring Creek and Jamaica Bay. These conditions indicate the potential presence of hazardous materials. Because the Proposed Actions would allow new residential

and commercial development on projected and potential sites, they could increase exposure pathways for future residents and workers.

Accordingly, the EIS will include a hazardous materials assessment of the projected and potential development sites identified in the RWCDs. In consultation with DEP, appropriate (E)-Designations will be applied to ensure site investigation and remediation prior to construction. With these measures, the Proposed Actions would not result in significant adverse impacts related to hazardous materials.

## **J. WATER AND SEWER INFRASTRUCTURE**

CEQR requires a water supply assessment if a proposed action would generate more than one MGD of incremental demand or if it is located in an area with documented low water pressure, such as the Rockaway Peninsula or Coney Island. Wastewater and stormwater assessments are required when development exceeds CEQR thresholds based on location and scale, or when an action increases impervious surface area.

For the Proposed Actions, a water supply analysis is warranted because the RWCDs would generate more than one million gpd of incremental demand compared to the No-Action condition. As shown in Table B-1 and based on the daily water use rates in Table 13-2 of the *CEQR Technical Manual*, the RWCDs would introduce an estimated 2,557,235 gpd of additional demand.

The majority of the Project Area is served by the City's combined sewer system. In Brooklyn, Queens, Staten Island, and the Bronx, a preliminary wastewater and stormwater assessment is required when an action may result in more than 400 new DUs or more than 150,000 gsf of commercial space above the No-Action condition. The Proposed Actions would permit approximately 5,150 DUs, 147,948 gsf (121,999 zsf) of commercial space, 256,459 gsf (220,362 zsf) of community facility space, and 1,451 gsf (1,268 zsf) of industrial space, all above the No-Action condition.

Several projected and potential development sites are located in an area not served by the combined sewer system and relies on septic systems and separate drainage. Because these sites are in an unsewered area, CEQR thresholds for separately sewerage or unsewered areas also apply.

Accordingly, the EIS will include a preliminary assessment of wastewater and stormwater infrastructure for both the combined sewer service area and the unsewered portions of the Project Area, as described in the DSOW.

Table B-1

**Expected Water Demand and Wastewater Generation due to the Proposed Actions - 2040 No-Action Condition vs. 2040 With-Action Condition<sup>1</sup>**

|   | Land Use <sup>1</sup>                 | Area (gsf) | Dwelling Units | Domestic Water/<br>Wastewater Generation (gpd) | Air Conditioning (gpd) | Total (Domestic + AC) |
|---|---------------------------------------|------------|----------------|--|------------------------|-----------------------|
| <b>No-Action Condition<sup>2</sup></b>  | <b>Residential</b>                    | 12,158     | 17             | 5,066  | 2,067                  | 7,133                 |
|   | <b>Commercial</b>                     | 173,728    | --             | 14,435   | 29,534                 | 43,969                |
|   | <b>Community Facility<sup>2</sup></b> | 49,188     | --             | 4,919  | 8,362                  | 13,281                |
|   | <b>Industrial</b>                     | 3,295      | --             | 756  | 560                    | 1,317                 |
| <b>No-Action Total</b>  |                                       | 238,369    | 17             | 25,176   | 40,523                 | 65,699                |
| <b>With-Action Condition<sup>3</sup></b>  | <b>Residential</b>                    | 5,207,180  | 5,167          | 1,539,691                                      | 885,221                | 2,424,912             |
|   | <b>Commercial</b>                     | 321,676    | --             | 58,917   | 54,685                 | 113,602               |
|   | <b>Community Facility<sup>3</sup></b> | 305,647    | --             | 30,565   | 51,960                 | 82,525                |
|   | <b>Industrial</b>                     | 4,746      | --             | 1,090  | 807                    | 1,896                 |
| <b>With-Action Total</b>  |                                       | 5,839,248  | 5,167          | 1,630,262                                      | 992,672                | 2,622,934             |
| <b>Net Difference: No-Action vs. With-Action Condition</b>  |                                       |            |                |  |                        | 2,557,235             |
| Notes:<br><sup>1</sup> Water demand rates from <i>CEQR Technical Manual</i> Table 13-2, "Water Usage and Sewer Generation Rates for Use in Impact Assessment"<br>Residential: 100 gpd/person (Based on the 2020 Decennial Census average household size for Brooklyn CD 5 and Queens CD 10 of 2.98)<br>Retail: domestic - 0.24 gpd/sf and A/C - 0.17 gpd/sf<br>Commercial (non-retail): domestic - 0.1 gpd/sf and A/C - 0.17 gpd/sf<br>Community Facility: domestic - 0.1 gpd/sf and A/C - 0.17 gpd/sf<br>Industrial Facility: domestic - 10,000 gpd/acre and A/C - 0.17 gpd/sf (Based on 2005 Greenpoint-Williamsburg Rezoning FEIS. Calculated based on total building floor area, assuming no additional water demand from open storage.)<br><sup>2</sup> No-Action condition: Commercial uses include local retail, office, and commercial other.<br><sup>3</sup> With-Action condition: Community Facility uses include medical office uses and other community facility uses. Commercial uses include local retail, supermarket, and office spaces. |                                       |            |                |  |                        |                       |

**K. SOLID WASTE AND SANITATION SERVICES**

An assessment of solid waste and sanitation services is required if a proposed action could substantially increase solid waste generation in a way that overburdens available waste management capacity or conflicts with the City's Solid Waste Management Plan (SWMP) or state policy governing the integrated solid waste management system. According to the *CEQR Technical Manual*, few projects meet this threshold, which is defined as generating 50 tons (100,000 pounds) or more of solid waste per week. Most projects, therefore, do not result in significant adverse impacts.

As shown in Table B-2, based on the daily solid waste generation rates provided in Table 14-1 of the *CEQR Technical Manual*, the RWCDs for the Proposed Actions would result in a net increase of approximately 118 tons (236,406 pounds) of solid waste per week compared to the No-Action condition.

Table B-2

**Expected Solid Waste Generation due to the Proposed Actions –  
2040 No-Action Condition vs. 2040 With-Action Condition**

|   | Land Use <sup>1</sup>     | Area (gsf) | Dwelling Units | Solid Waste Handled by DSNY (lbs/wk) | Solid Waste Handled by Private Carriers (lbs/wk) | Total Solid Waste (lbs/wk) |
|---|---------------------------|------------|----------------|--------------------------------------|--|----------------------------|
| <b>No-Action Condition<sup>2</sup></b>  | <b>Residential</b>        | 12,158     | 17             | 697                                  | --   | 697                        |
|   | <b>Commercial</b>         | 173,728    | --             | --                                   | 10,696   | 10,696                     |
|   | <b>Community Facility</b> | 49,188     | --             | 1,476                                | --   | 1,476                      |
|   | <b>Industrial</b>         | 3,295      | --             | --                                   | 601  | 601                        |
| <b>No-Action Total</b>  |                           | 238,369    | 17             | 2,173                                | 11,298   | 13,470                     |
| <b>With-Action Condition<sup>3</sup></b>  | <b>Residential</b>        | 5,207,180  | 5,167          | 211,837                              | --   | 211,837                    |
|   | <b>Commercial</b>         | 321,676    | --             | --                                   | 28,004   | 28,004                     |
|   | <b>Community Facility</b> | 305,647    | --             | 9,169                                | --   | 9,169                      |
|   | <b>Industrial</b>         | 4,746      | --             | --                                   | 866  | 866                        |
| <b>With-Action Total</b>  |                           | 5,839,248  | 5,167          | 221,006                              | 28,870   | 249,876                    |
| <b>Net Difference: No-Action vs. With-Action Condition</b>  |                           |            |                |                                      |  | 236,406                    |
| Notes:<br><sup>1</sup> Solid waste generation is based on citywide average waste generation rates presented in Table 14-1 of the <i>CEQR Technical Manual</i> .<br>Residential Use: 41 lbs/wk/DU.<br>Community Facility Uses: 0.03 lbs/wk/sf.<br>General Retail: 79 lbs/wk/employee, one employee per 333.3 sf.<br>Commercial Office/Other: 13 lbs/wk/employee, one employee per 250 sf.<br>Wholesale: 66 lbs/wk/employee, one employee per 1,000 sf.<br>Warehouse/Self Storage: 9 lbs/wk/employee, one employee per 15,000 sf.<br>Industrial Uses: average of apparel/textile and printing/publishing rates - 182.5 lbs/wk/employee, 1 employee per 1,000 sf.<br><sup>2</sup> No-Action condition: Commercial uses include local retail, office, and commercial other.<br><sup>3</sup> With-Action condition: Community Facility uses include medical office uses and other community facility uses. Commercial uses include local retail, supermarket, and office spaces. |                           |            |                |                                      |  |                            |

## L. ENERGY

A detailed assessment of the potential for significant adverse impacts related to energy would only be warranted for actions that could significantly affect energy transmission or generation, or that generate substantial indirect energy consumption (such as a new roadway). Although the Proposed Actions are not anticipated to result in significant adverse energy impacts, the EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions, as this information is required for assessing Greenhouse Gas Emissions, as described in the DSOW.

Based on the rates presented in Table 15-1 of the *CEQR Technical Manual* and as shown in Table B-3, it is estimated that the RWCDs associated with the Proposed Actions would result in annual energy consumption of approximately 808,584,450 million BTUs, an increment of 755,308,814 million BTUs over the No-Action condition. As noted in the DSOW, an analysis of the anticipated additional demand from the Proposed Actions' RWCDs will be provided in the EIS.



**Table B-3**  
**Estimated Energy Consumption due to the Proposed Actions –**  
**2040 No-Action Condition vs. 2040 With-Action Condition**

|   | Land Use <sup>1</sup>     | Area (gsf) | Consumption Rates (Thousand BTU (MBTU)/sf/yr) <sup>1</sup> | Annual Energy Use (million BTUs) |
|---|---------------------------|------------|--|----------------------------------|
| <b>No-Action Condition<sup>2</sup></b>  | <b>Residential</b>        | 12,158     | 126.7  | 1,540,419                        |
|   | <b>Commercial</b>         | 173,728    | 216.3  | 37,577,366                       |
|   | <b>Community Facility</b> | 49,188     | 250.7  | 12,331,432                       |
|   | <b>Industrial</b>         | 3,295      | 554.3  | 1,826,419                        |
| <b>No-Action Total</b>  |                           | 238,369    | --   | 53,275,635                       |
| <b>With-Action Condition<sup>3</sup></b>  | <b>Residential</b>        | 5,207,180  | 126.7  | 659,749,664                      |
|   | <b>Commercial</b>         | 321,676    | 216.3  | 69,578,450                       |
|   | <b>Community Facility</b> | 305,647    | 250.7  | 76,625,628                       |
|   | <b>Industrial</b>         | 4,746      | 554.3  | 2,630,708                        |
| <b>With-Action Total</b>  |                           | 5,839,248  | --   | 808,584,450                      |
| <b>Increment: No-Action vs. With-Action Condition</b>   |                           |            |  | 755,308,814                      |
| Notes:  |                           |            |  |                                  |
| <sup>1</sup> Consumption rates are from the <i>CEQR Technical Manual</i> , Table 15-1, "Average Annual Whole-Building Energy Use in New York City"  |                           |            |  |                                  |
| <sup>2</sup> No-Action condition: Community Facility uses include medical office and house of worship uses. Commercial uses include retail, auto-related businesses, offices, self-storage facilities, garages, a wholesale bread distributor, and a retail wholesaler. |                           |            |  |                                  |
| <sup>3</sup> With-Action condition: Community Facility uses include medical office uses, school uses, house of worship uses, and other community facility uses. Commercial uses include retail, life sciences, and office spaces.                                       |                           |            |  |                                  |

## M. TRANSPORTATION

CEQR requires a transportation assessment when a proposed action would generate travel demand that exceeds modal thresholds for vehicles, transit, or pedestrians.

### TRAFFIC AND PARKING

The RWCDs for the Proposed Actions would assign more than 50 incremental vehicular trips during one or more peak hours, with at least one intersection experiencing more than 50 incremental trips. Accordingly, the EIS will include a detailed traffic analysis to evaluate potential significant adverse traffic impacts. The EIS will also document on- and off-street parking utilization in both the No-Action and With-Action conditions, assessing whether the Proposed Actions may result in excess parking demand and whether sufficient supply would remain to accommodate that demand.

### TRANSIT

The Proposed Actions would generate more than 200 incremental subway trips at one or more stations and more than 50 incremental bus trips in one direction on one or more routes in peak hours. Therefore, detailed analyses of subway and bus conditions will be included in the EIS. Transit analyses will focus on weekday AM and PM peak commuting hours, when demand is highest.

### PEDESTRIANS

The Proposed Actions would generate more than 200 incremental pedestrian trips during one or more peak hours, including both walk-only trips and the walk components of trips connecting development

sites with subway stations and bus stops. While trips would disperse across the study area, concentrations of incremental pedestrian demand could occur near projected development sites and transit corridors. Therefore, a detailed pedestrian analysis will be included in the EIS.

## **N. AIR QUALITY**

An air quality analysis evaluates whether a proposed action would generate stationary or mobile sources of emissions that could significantly affect ambient air quality and whether existing sources could affect new sensitive uses introduced by the action.

The Proposed Actions would exceed CEQR thresholds for both mobile and stationary source analyses. The RWCDs would generate incremental vehicle trips exceeding the 170-vehicle-per-intersection threshold, requiring a mobile source analysis. In addition, projected and potential development sites would use fossil fuels for heat and hot water, would be located near major and large sources, and would introduce sensitive uses within 400 feet of manufacturing or processing facilities. These conditions meet the criteria outlined in Chapter 17, Sections 210 and 220 of the *CEQR Technical Manual*.

Accordingly, the EIS will include air quality assessments of both mobile and stationary sources to evaluate whether the Proposed Actions could result in significant adverse air quality impacts.

## **O. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE**

A greenhouse gas (GHG) emissions assessment is required for actions that may result in substantial development. CEQR requires this assessment for projects that propose 350,000 gsf or more of new development, or for smaller projects with especially energy-intensive uses, such as data centers or health care facilities.

The RWCDs for the Proposed Actions would generate more than the 350,000-gsf threshold of incremental development. Accordingly, the EIS will include a GHG emissions assessment. As part of this assessment, the EIS will calculate energy consumption associated with the Proposed Actions.

CEQR also recommends consideration of climate change where appropriate, particularly for sites located in areas vulnerable to coastal flooding or storm surges. Portions of the Project Area fall within FEMA-designated one-percent and 0.2-percent annual chance floodplains and are susceptible to sea level rise and storm surge. Therefore, the EIS will also include an assessment of climate change to evaluate potential effects on development within flood hazard areas.

## **P. NOISE**

A noise analysis is required when a proposed action would generate mobile or stationary sources of noise or introduce new sensitive receptors in areas with high ambient noise. CEQR specifies analyses for actions that:

- Generate or reroute vehicular traffic;
- Introduce noise-sensitive uses near heavily trafficked roadways, rail facilities, or flight paths;
- Create or expand playgrounds;
- Install stationary mechanical equipment within 1,500 feet of receptors; or
- Introduce sensitive receptors in areas with high ambient noise from stationary or mobile sources.

The Proposed Actions would generate additional vehicular traffic; introduce new noise-sensitive receptors (residences, community facilities) near heavily trafficked roadways and active rail lines; and place new receptors in areas with high ambient noise levels from existing stationary sources.

Accordingly, the EIS will include a detailed noise assessment. The analysis will evaluate mobile and stationary sources and will identify building attenuation measures necessary to ensure acceptable interior noise levels at projected and potential development sites.

## **Q. PUBLIC HEALTH**

Public health refers to the collective efforts of society to protect and improve the health and well-being of the population through monitoring, prevention, and the reduction of health risks. The purpose of a public health assessment in CEQR is to determine whether an action could result in adverse health effects and to identify mitigation measures if needed.

Most projects do not require a stand-alone public health assessment. Under CEQR, such an assessment is only warranted if unmitigated significant adverse impacts are identified in technical areas with direct health pathways, including air quality, water quality, hazardous materials, or noise.

Because the technical analyses for these areas have not yet been completed, the potential for significant adverse public health impacts cannot be ruled out at this time. If the analyses conducted for the EIS identify unmitigated significant adverse impacts in air quality, water quality, hazardous materials, or noise, the EIS will include a public health assessment.

## **R. NEIGHBORHOOD CHARACTER**

A neighborhood character assessment considers how elements of the built environment combine to define the context and identity of a neighborhood, and how a proposed action may alter those conditions. CEQR evaluates neighborhood character by examining contributing elements together, including land use, socioeconomic conditions, community facilities, open space, shadows, urban design and visual resources, historic and cultural resources, transportation, and noise. An assessment is warranted if an action could result in significant adverse impacts in any of these areas, or if it may cause moderate effects across several elements.

The Proposed Actions are expected to affect multiple constituent elements of neighborhood character, including land use patterns, urban design, and levels of traffic and noise. Accordingly, the EIS will include a neighborhood character assessment to evaluate whether the Proposed Actions would potentially result in significant adverse impacts on neighborhood character.

## **S. CONSTRUCTION**

Although temporary, construction can create noticeable and disruptive effects. CEQR evaluates construction impacts based on their duration and magnitude. Potential impacts include effects on traffic, transit, and pedestrian circulation; noise and air quality; archaeological and historic resources; community facilities; and hazardous materials, since soil disturbance can increase exposure to contamination.

A preliminary construction assessment is warranted when construction would last more than two years, occur along major thoroughfares, impede traffic, transit, or pedestrian elements; involve multiple

buildings or significant diesel equipment; disrupt community facilities; take place within 400 feet of historic or cultural resources; disturb natural resources; or occur across various sites in the same area.

The Proposed Actions would facilitate redevelopment on multiple projected and potential sites, with construction activities lasting several years and occurring near sensitive receptors, historic resources, and areas of possible hazardous materials. Accordingly, the EIS will include a preliminary construction assessment to evaluate the duration and severity of potential disruptions and to identify measures to avoid or minimize adverse effects.

## **T. DISADVANTAGED COMMUNITIES**

On December 30, 2024, the New York State amended the State Environmental Quality Review Act (SEQRA) to require that EISs include an explicit assessment of effects on “disadvantaged communities” (DACs). Although CEQR is a City-level process, because it implements the SEQRA framework for New York City, the analysis is relevant to CEQR environmental reviews. The Project Area spans multiple DAC census tracts and is close to other DACs; therefore, a DAC analysis is warranted and will be provided in the EIS.

## **Appendix A-1**

### **List of Blocks and Lots Included in the Project Area**

| Block | Lots   |
|-------|--|
| 4271  | 1, 50, 60, 75  |
| 4274  | 1, 6, 8, 10, 11, 13, 14, 15, 18, 19, 20, 25, 27, 28, 29, 30, 31, 32, 34, 36, 38, 39, 40, 41, 42, 43, 45, 46, 48, 50, 53, 55, 57, 121, 122, 124, 126, 150 |
| 4275  | 1, 6, 9, 12, 14, 16, 18, 25, 26, 27, 29, 37, 38, 40, 43, 45, 46, 47, 49, 50, 55, 59, 131, 132, 133, 134, 135, 141, 142, 155, 156, 157                    |
| 4276  | 1, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 28, 35, 40, 43, 44, 46, 53   |
| 4289  | 1, 21, 23, 24, 25, 26, 27, 29, 31  |
| 4290  | 1, 3, 6, 10, 11, 12, 14, 15, 21, 22, 24, 27, 30, 31, 32, 33, 35, 36, 38, 39, 40, 41, 42, 44, 45, 46, 49, 50, 53, 55, 56                                  |
| 4291  | 11, 12, 14, 16, 17, 18, 19, 21, 22, 25, 27, 29, 30, 116, 118, 135, 145, 146, 147, 148, 149, 150, 151, 152  |
| 4292  | 61   |
| 4461  | 1, 9, 22, 23, 25, 27, 39, 121  |
| 4462  | 22, 24, 25, 27, 35, 36, 37, 42   |
| 4463  | 1, 39, 52  |
| 4464  | 7, 10, 11, 13, 21, 22, 25, 105, 106, 125   |
| 4465  | 20, 23, 25, 26, 27, 41, 43, 44, 45, 46, 147  |
| 4469  | 1, 10, 16, 17  |
| 4471  | 1, 21, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 109   |
| 4472  | 1, 3, 5, 8, 9, 13, 19, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 52  |
| 4473  | 1, 15, 16, 17, 18, 19, 20, 22, 23, 37, 38, 39, 41, 42, 44, 45, 46, 48, 50  |
| 4474  | 1, 2, 3, 4, 5, 7, 10, 13, 15, 16, 17, 18, 20, 24, 41, 45, 47, 49, 51, 52   |
| 4483  | 15, 35, 42, 46   |
| 4484  | 13, 32   |
| 4485  | 6, 8, 10, 11, 45   |
| 4486  | 1  |
| 4488  | 1  |
| 4492  | 2, 4, 6  |
| 4494  | 1  |
| 4495  | 1  |
| 4496  | 1, 15, 7501  |
| 4497  | 1, 12, 14, 17, 19, 21, 22, 23, 24, 26, 27, 33, 34, 37, 38, 39, 42, 44, 46, 48, 49, 50, 51, 52, 114   |
| 4514  | 1  |
| 4516  | 7501   |
| 4517  | 3  |
| 4519  | 1, 6, 7, 9, 13, 15, 116, 143, 144, 145, 146, 147, 148  |
| 4536  | 1, 25, 29  |
| 4537  | 1, 6, 39   |
| 4538  | 1, 10  |
| 4539  | 1, 4, 12, 30   |
| 4540  | 1, 5, 10   |
| 4558  | 1, 46, 48, 71, 81, 110   |
| 11337 | 1, 5, 8, 20, 21, 25, 28, 29, 33, 37, 39, 42, 43, 44, 45, 47, 48  |
| 11338 | 1, 12, 15, 19  |
| 11355 | 1, 3, 5, 6, 14, 16, 17, 19, 21, 26, 29, 37, 39   |
| 11356 | 1, 3, 4, 5, 6, 7, 9, 10, 12, 14, 17, 20, 21, 23, 25, 27, 29, 31, 32, 34, 39, 40, 42, 43, 45, 47, 49, 52, 127   |
| 11357 | 1, 6, 8, 11, 14, 15, 16, 18, 19, 23, 25, 28, 30, 32, 33, 36, 37, 39, 42, 45, 48, 50, 51, 52, 56, 57, 154   |
| 11358 | 1  |
| 11359 | 1  |
| 11376 | 23   |
| 11377 | 1  |
| 11384 | 1, 15, 24, 28, 29, 32, 34, 37, 38, 39, 40, 42, 45  |
| 11410 | 1, 6, 12, 13, 15, 17, 19, 21, 23, 48, 50, 51, 65, 66, 67, 69, 72, 100, 102, 108, 110, 112, 114   |
| 11456 | 66   |
| 11457 | 3  |