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

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

Part I: GENERAL INFORMATION

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

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

2. *Project Name* 1881 McDonald Avenue Rezoning

3. *Reference Numbers*

CEQR REFERENCE NUMBER (to be assigned by lead agency)	BSA REFERENCE NUMBER (if applicable)
18DCP105K	
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (*e.g.*, legislative intro, CAPA)
180029ZMK, 180030ZRK	

4a. *Lead Agency Information*			**4b. *Applicant Information***		
NAME OF LEAD AGENCY			NAME OF APPLICANT		
New York City Department of City Planning			Quentin Plaza, LLC		
NAME OF LEAD AGENCY CONTACT PERSON			NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON		
Robert Dobruskin, Director, EARD			Hiram A. Rothkrug, EPDSCO, Inc.		
ADDRESS 120 Broadway, 31st Floor			ADDRESS 55 Water Mill Road		
CITY New York	STATE NY	ZIP 10271	CITY Great Neck	STATE NY	ZIP 11021
TELEPHONE 212-720-3423	EMAIL rdobrus@planning.nyc.gov		TELEPHONE 718-343-0026	EMAIL hrothkrug@environmentalstudiescorp.com	

5. *Project Description*

The applicant, Quentin Plaza, LLC, seeks a zoning map amendment to map an R7A/C2-4 district in place of an existing R5 district and a zoning text amendment to designate the rezoning area as a Mandatory Inclusionary Housing (MIH) Area, Option 1 or 2. The Project Area is located in the Homecrest section of Brooklyn Community District 15. It includes the southwest corner of Block 6633 and the northwest corner of Block 6658 and the proposed actions affect four tax lots: Block 6633, Lots 45 and 48; and Block 6658, Lots 1 and 86. The propsed actions would facilitate a proposal by the applicant for the Development Site identified as Brooklyn Block 6633, Lots 45 and 48, in the Homecrest section of Brooklyn Community District 15.The Proposed Actions are intended to facilitate the redevelopment of the Development Site with an eight-story (with cellar) mixed-use building. The building would contain 35 dwelling units in 52,241 gsf (42,382 zsf) of residential space and one commercial retail space of 9,030 gsf (5,798 zsf) on the ground floor and cellar. The building would contain 15 accessory parking spaces for residents. The building would cover an area of 6,900 square feet, or approximately 61 percent of the Development Site. Pursuant to the proposed MIH district, the project would contain 11 affordable housing units (30 percent of the total).See attached Project Description.

Project Location

BOROUGH Brooklyn	COMMUNITY DISTRICT(S) 15	STREET ADDRESS 1881, 1885, 1905, and 1911 McDonald Avenue
TAX BLOCK(S) AND LOT(S) Block 6633, Lots 45 and 48; Block 6658, Lots 1 and 86		ZIP CODE 11223
DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS McDonald Avenue at Quentin Road		
EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R5		ZONING SECTIONAL MAP NUMBER 22d

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

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

☐ CITY MAP AMENDMENT	☐ ZONING CERTIFICATION	☐ CONCESSION
☒ ZONING MAP AMENDMENT	☐ ZONING AUTHORIZATION	☐ UDAAP
☒ ZONING TEXT AMENDMENT	☐ ACQUISITION—REAL PROPERTY	☐ REVOCABLE CONSENT
☐ SITE SELECTION—PUBLIC FACILITY	☐ DISPOSITION—REAL PROPERTY	☐ FRANCHISE

☐ HOUSING PLAN & PROJECT ☐ OTHER, explain:
☐ SPECIAL PERMIT (if appropriate, specify type: ☐ modification; ☐ renewal; ☐ other); EXPIRATION DATE:
SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION Appendix F

***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 If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)
☐ LEGISLATION
☐ RULEMAKING
☐ CONSTRUCTION OF PUBLIC FACILITIES
☐ 384(b)(4) APPROVAL
☐ OTHER, explain:
☐ FUNDING OF CONSTRUCTION, specify:
☐ POLICY OR PLAN, specify:
☐ FUNDING OF PROGRAMS, specify:
☐ PERMITS, specify:

Other City Approvals Not Subject to CEQR (check all that apply)
☐ PERMITS FROM DOT'S OFFICE OF CONSTRUCTION MITIGATION AND COORDINATION (OCMC)
☐ LANDMARKS PRESERVATION COMMISSION APPROVAL
☐ OTHER, explain:

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

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

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

☒ SITE LOCATION MAP ☒ ZONING MAP ☒ SANBORN OR OTHER LAND USE MAP
☒ TAX MAP ☐ FOR LARGE AREAS OR MULTIPLE SITES, A GIS SHAPE FILE THAT DEFINES THE PROJECT SITE(S)
☒ PHOTOGRAPHS OF THE PROJECT SITE TAKEN WITHIN 6 MONTHS OF EAS SUBMISSION AND KEYED TO THE SITE LOCATION MAP

Physical Setting (both developed and undeveloped areas)
Total directly affected area (sq. ft.): 30,809
Waterbody area (sq. ft) and type: 0
Roads, buildings, and other paved surfaces (sq. ft.): 30,809
Other, describe (sq. ft.): 0

8. *Physical Dimensions and Scale of Project* (if the project affects multiple sites, provide the total development facilitated by the action)
SIZE OF PROJECT TO BE DEVELOPED (gross square feet): 167,869
NUMBER OF BUILDINGS: 3
GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): 61,270 gsf, 72,065 gsf, and 34,534 gsf
HEIGHT OF EACH BUILDING (ft.): 85 ft., 85 ft., 85 ft.
NUMBER OF STORIES OF EACH BUILDING: 9, 9, 9

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: 11,200
The total square feet not owned or controlled by the applicant: 19,609

Does the proposed project involve in-ground excavation or subsurface disturbance, including, but not limited to foundation work, pilings, utility lines, or grading? ☒ YES ☐ NO
If "yes," indicate the estimated area and volume dimensions of subsurface permanent and temporary disturbance (if known):
AREA OF TEMPORARY DISTURBANCE: 29,061 sq. ft. (width x length)
VOLUME OF DISTURBANCE: 300,202 cubic ft. (width x length x depth)
AREA OF PERMANENT DISTURBANCE: 29,061 sq. ft. (width x length)

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

	Residential	***Commercial***	***Community Facility***	***Industrial/Manufacturing***
Size (in gross sq. ft.)	141,940	25,928		
Type (*e.g.,* retail, office, school)	112 units	3 retail spaces		

Does the proposed project increase the population of residents and/or on-site workers? ☒ YES ☐ NO
If "yes," please specify: NUMBER OF ADDITIONAL RESIDENTS: 286 NUMBER OF ADDITIONAL WORKERS: 26
Provide a brief explanation of how these numbers were determined: 113 DU x 2.55 (avg HH size for CD 15). 1 employee per 1,000 sf

Does the proposed project create new open space? ☐ YES ☒ NO If "yes," specify size of project-created open space: sq. ft.
Has a No-Action scenario been defined for this project that differs from the existing condition? ☐ YES ☒ NO If "yes," see Chapter 2, "Establishing the Analysis Framework" and describe briefly:
9. *Analysis Year* CEQR Technical Manual Chapter 2
ANTICIPATED BUILD YEAR (date the project would be completed and operational): 2021
ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: 18 months for Development Site, 24 months for full buildout
WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? ☒ YES ☐ NO | IF MULTIPLE PHASES, HOW MANY?
BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE:
10. *Predominant Land Use in the Vicinity of the Project* (check all that apply) ☒ RESIDENTIAL ☐ MANUFACTURING ☒ COMMERCIAL ☐ PARK/FOREST/OPEN SPACE ☐ OTHER, specify:

PROJECT DESCRIPTION

Proposed Actions

This application is made on behalf of Quentin Plaza, LLC, the owner of the development sites ("the Applicant"), for a Zoning Map Amendment and Zoning Text Amendment (the "Proposed Actions"). The Proposed Actions would affect four properties on two opposite blocks with frontage along both McDonald Avenue and Quentin Road (Block 6633, Lots 45 & 48; Block 6658, Lots 1 & 86) collectively referred to as the "Rezoning Area") in the Homecrest section of Brooklyn Community District #15 and in the Special Ocean Parkway District (OP).

The proposal seeks a zoning map amendment, from R5 to R7A/C2-4, which would allow for the development of an eight-story (with cellar) mixed-use building on Block 6633, Lots 45 & 48 (the "Development Site") to contain 35 dwelling units in 52,241 gsf (42,382 zsf) of residential space and one commercial retail space of 9,030 gsf (5,798 zsf) on the ground floor and cellar. The building would contain 15 accessory parking spaces for residents. The building would cover an area of 6,900 square feet, or approximately 61 percent of the Development Site. Pursuant to the proposed MIH district, the project would contain 11 affordable housing units (30 percent of the total). The building would have a streetwall height of 53 feet along the side lot line and a street wall height of 68 feet along the rear lot line and, after a 15-foot setback, would rise to a rooftop height of 83 feet. (For analysis purposes, a height of 85 feet will be assumed.)

The proposed Zoning Map Amendment would create a new R7A/C2-4 district approximately 100 feet in length along McDonald Avenue from Quentin Road to the north and approximately 155 feet to the south of Quentin Road along McDonald Avenue. The depth of the new district would be mapped to the center lot line on both subject blocks.

The Proposed Actions would also include a Zoning Text Amendment to Appendix F of the Zoning Resolution (ZR) to make the Rezoning Area part of the Mandatory Inclusionary Housing Area (MIHA). It would be mapped as Option 2, with approximately 30% of the proposed residential floor area made affordable for incomes averaging 80% AMI, pursuant to §23-154(d). The zoning text amendment will establish an MIHA coterminous with the Rezoning Area and 11 units of the proposed 35 dwelling units would be permanently affordable.

The Development Site is under the Applicant's control, while remaining lots within the Rezoning Area would also be rezoned but are not under the Applicant's control (Block 6658, Lots 1 & 86).

Description of Affected Area

The Project Area is located in the Homecrest section of Brooklyn Community District 15. It includes the southwest corner of Block 6633 and the northwest corner of Block 6658 and the proposed actions affect four tax lots: Block 6633, Lots 45 and 48; and Block 6658, Lots 1 and 86.

The Project Area is currently zoned R5, which permits residential use at 1.25 FAR and community facility use at 2.00 FAR.

The parcels constituting the Affected Area contain a total lot area of approximately 30,809 square feet with 255 feet of frontage along McDonald Avenue and approximately 238 feet of frontage along Quentin Road.

The two lots controlled by the Applicant are:

- Block 6633, Lot 45 (1885 McDonald Avenue) is a corner lot that contains 6,720 square feet (sf) of lot area with approximately 60 feet of frontage on McDonald Avenue and 112 feet of frontage on Quentin Road. The lot is improved with a single-story structure at the back of the lot and a two-story structure at the corner of McDonald Avenue and Quentin Road, containing 4,900 sf of commercial floor area (FAR 0.73). The lot contains approximately 6 surface parking spaces. The building is legally nonconforming, as it was constructed in approximately 1930 and has contained commercial uses since that time.
- Block 6633, Lot 48 (1881 McDonald Avenue) is an interior lot that contains 4,480 sf of lot area with approximately 40 feet of frontage on McDonald Avenue. The lot is improved with a two-story residential building containing two dwelling units and 2,600 sf of floor area (FAR 0.58).

The two lots not under the control of the Applicant are:

- Block 6658, Lot 1 (1905 McDonald Avenue) is a large corner lot that contains 13,284 sf of lot area with approximately 104 feet of frontage on McDonald Avenue and 126 feet of frontage on Quentin Road. The lot is improved with a single-story structure containing 13,100 square feet of light industrial space (FAR 0.99; a showroom and storage for a window and door company). The building was constructed in approximately 1931, making it legally nonconforming.
- Block 6658, Lot 86 (1911 McDonald Avenue) is an interior lot that contains 6,325 sf of lot area with approximately 50 feet of frontage on McDonald Avenue. The lot is improved with a single-story warehouse building containing 6,034 sf of floor area (FAR 0.95). The lot contains two accessory surface parking spaces. The nonconforming use was authorized by BSA file number 923-77-BZ.

Description of Proposed Development

The Proposed Actions would facilitate the construction of an eight-story (with cellar) mixed-use building on Block 6633, Lots 45 and 48, to contain 61,270 gsf of floor area (48,179 zoning square feet, FAR 4.30). The building would have a streetwall height of 53 feet along the side lot line and a street wall height of 68 feet along the rear lot line and, after a 15-foot setback, would rise to a rooftop height of 83 feet. (For analysis purposes, a height of 85 feet will be assumed.) The building would contain 35 dwelling units in 52,241 gsf (42,382 zsf) of residential space and one commercial retail space of 9,030 gsf (5,798 zsf) on the ground floor and cellar. The building would contain 15 accessory parking spaces for residents. The building would cover an area of 6,900 square feet, or approximately 61 percent of the Development Site. Pursuant to the proposed MIH district, the project would contain 11 affordable housing units (30 percent of the total).

The cellar would contain 15 residential accessory parking spaces, accessible via a car elevator, 3,232 sf of storage space accessory to the ground-floor commercial space, and mechanical space. The first floor would contain 5,798 square feet of commercial retail space and a residential lobby area. The Proposed Development would have a single curb cut on Quentin Avenue, providing access to the car elevator for the cellar-level parking.

As described below under Reasonable Worst Case Development Scenario, the two parcels on Block 6658, which are not under the control of the applicant, are anticipated for redevelopment as a result of the proposed actions.

Purpose and Need

The Proposed Development requires a Zoning Map Amendment from R5 to R7A with a C2-4 commercial overlay and a zoning text amendment to make the Project Area applicable to the MIH Program. The proposed zoning would more accurately reflect existing development within the Project Area, which is currently developed with residential, commercial, and legally-nonconforming light industrial buildings. It would provide opportunities for the creation of new housing, including market rate and affordable dwelling units, as well as new commercial retail space to that would increase investment in the surrounding area and improve the overall vibrancy of the neighborhood.

Required Approvals

The proposed development requires a zoning map amendment to rezone the Development Site and a zoning text amendment to make the Rezoning Area applicable as a Mandatory Inclusionary Housing Area. The granting of the zoning map amendment is a discretionary action that is subject to both the Uniform Land Use Review Procedure (ULURP) as well as the City Environmental Quality Review (CEQR). ULURP is a process that allows public review of the proposed action at four levels: the Community Board;

the Borough President; the City Planning Commission; and, if applicable, the City Council. CEQR is a process by which agencies review discretionary actions for the purpose of identifying the effects those actions may have on the environment.

Reasonable Worst Case Development Scenario (RWCDS)

Introduction

The applicant seeks zoning map and text amendments that would affect four tax lots, all of which are anticipated for redevelopment under the future with-action condition. Existing conditions on these properties are detailed above under Description of Affected Area.

Future No-Action Condition

Absent the proposed action, all lots within the Project Area would remain in their current condition. The No Action scenario is described below.

The two lots controlled by the Applicant will remain in their current condition:

- Block 6633, Lot 45 (1885 McDonald Avenue) is a corner lot that contains 6,720 square feet of lot area with approximately 60 feet of frontage on McDonald Avenue and 112 feet of frontage on Quentin Road. The lot is improved with a single-story structure at the back of the lot and a two-story structure at the corner of McDonald Avenue and Quentin Road, containing 4,900 sf of commercial floor area (FAR 0.73). The lot contains approximately 6 surface parking spaces. The parcel is located in an R5 zoning district, which permits residential use at 1.25 FAR and community facility use at 2.00 FAR. The building is legally nonconforming, as it was constructed in approximately 1930 and has contained commercial uses since that time. Lot 45 contains an active use (commercial) that is anticipated to remain in the future without the proposed action.
- Block 6633, Lot 48 (1881 McDonald Avenue) is an interior lot that contains 4,480 square feet of lot area with approximately 40 feet of frontage on McDonald Avenue. The lot is improved with a two-story residential building containing two dwelling units and 2,600 sf of floor area (FAR 0.58). The parcel is located in an R5 zoning district, which permits residential use at 1.25 FAR and community facility use at 2.00 FAR. Lot 48 contains an active use (residential) that is anticipated to remain in the future without the proposed action.

The two lots not controlled by the applicant will remain in their current condition:

- Block 6658, Lot 1 (1905 McDonald Avenue) is a large corner lot that contains 13,284 sf of lot area with approximately 104 feet of frontage on McDonald Avenue and 126 feet of frontage on Quentin Road. The lot is improved with a single-story structure containing 13,100 square feet of light industrial space (FAR 0.99; a

showroom and storage for a window and door company). The parcel is located in an R5 zoning district, which permits residential use at 1.25 FAR and community facility use at 2.00 FAR. The building was constructed in approximately 1931, making it legally nonconforming. Lot 1 contains an active use that is anticipated to remain in the future without the proposed action.

- Block 6658, Lot 86 (1911 McDonald Avenue) is an interior lot that contains 6,325 square feet of lot area with approximately 50 feet of frontage on McDonald Avenue. The lot is improved with a single-story warehouse building containing 6,034 square feet of floor area (FAR 0.95). The lot contains two accessory surface parking spaces. The parcel is located in an R5 zoning district, which permits residential use at 1.25 FAR and community facility use at 2.00 FAR. The nonconforming use was authorized by BSA file number 923-77-BZ. Lot 86 contains an active use that is anticipated to remain in the future without the proposed action.

Future With-Action Condition

In the future with the proposed action, the two lots under the control of the applicant will be redeveloped:

- Lots 45 and 48 (the **Proposed Development Site** or **Development Site 1)** are proposed for redevelopment with an eight-story (with cellar) mixed-use building (commercial-residential) on the Development Site to contain 48,179 zoning square feet (zsf) or 4.30 FAR. The building would contain 35 dwelling units in 42,381 zsf of residential space on floors two through eight with the ground floor containing commercial retail space in 5,798 zsf. The cellar level would contain accessory parking, storage space for the ground floor commercial use and mechanical space.
- The cellar would contain 15 accessory parking spaces for residents, made accessible by a new 12-foot wide curb cut on Quentin Road. The 15 spaces are voluntarily provided, since the Proposed Development waives out of accessory parking requirements for the residential use in the Transit Zone, pursuant to ZR §25-231/25-241, where a total of 7 spaces are required and parking is waived below 15 spaces for the proposed residential use. For the commercial retail use in the C2-4 zoning district, one space is required per 1,000 square feet of floor area and is waived where under 40 spaces are required. The project would have 5,798 zoning square feet of retail space where 6 parking spaces would be required; however, since the total is less than 40, no accessory parking spaces are required for the proposed commercial use.
- The building would have a street wall height of 53 feet along the side lot line and a street wall height of 63 feet along the rear lot line and, after a 15-foot setback, would rise to a maximum height of 83 feet. The eastern and northern portion of the Proposed Development bordering the neighboring R5 district would not

exceed 55 feet, pursuant to §23-693. There would be an 8' side yard along the northern lot line, pursuant to §23-462. The building would cover an area of 6,900 square feet, or approximately 61.61% of the Development Site.

- Pursuant to the proposed MIHA district mapping, the project would contain 11 affordable housing units or approximately 30% of the proposed residential floor area.
- Since the proposed development on the Project Site maximizes the available floor area under the proposed R7A/C2-4 district (proposed FAR of 4.30 where 4.60 is permitted; the additional floor area provided by a full buildout for FAR 4.60 is negligible), the proposed development constitutes the most conservative development program to be considered for the With-Action scenario.

The properties not under control of the applicant are anticipated for development as descried below.

- Block 6658, Lot 1 (**Projected Development Site 2**) would be redeveloped with a nine-story (85 foot) mixed-use building containing 72,065 gsf of floor area (59,683 zsf, FAR 3.6). Of this, 60,183 gsf (47,800 zsf, 51 DUs) would be residential and 11,882 gsf (11,882 zsf) would be commercial.
- Block 6658, Lot 86 (**Projected Development Site 3**) would be redeveloped with a nine-story (85 foot) mixed-use building containing 34,534 gsf (29,017 zsf, FAR 3.79) of floor area. Of this, 29,517 gsf (24,000 zsf, 26 DUs) would be residential and 5,017 gsf (5,017 zsf) would be commercial space.

The difference between the No-Action and With-Action development scenarios is available in **Table 3: Description of Existing and Proposed Conditions (RWCDS)** on the following page.

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS (RWCDS)
ON THE PROJECTED DEVELOPMENT SITES

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type of residential structures	Two-family residence	Two-family residence	Multi-family apartment buildings	
No. of dwelling units	2	2	112	+ 110 DU's
No. of low- to moderate-income units				
Gross floor area (sq. ft.)	2,600	2,600	141,940	+ 139,340 sf
Commercial	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
Describe type (retail, office, other)	Retail, office	Retail, office	Retail	
Gross floor area (sq. ft.)	4,480	4,480	25,928	+ 21,448 sf
Manufacturing/Industrial	☒ YES ☐ NO	☒ YES ☐ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type of use	Showroom and warehouse	Showroom and warehouse		
Gross floor area (sq. ft.)	19,134	19,134		- 19,134 sf
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
Type				
Gross floor area (sq. ft.)				
Vacant Land	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
Other Land Uses	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," describe:				
Garages	☐ YES ☒ NO	☐ YES ☒ NO	☐ YES ☒ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Lots	☒ YES ☐ NO	☒ YES ☐ NO	☒ YES ☐ NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces	8	8	15	+ 7 spaces
ZONING				
Zoning classification	R5/OP	R5/OP	R7A/C2-4/OP	+ R7A/C2-4 - R5
Maximum amount of floor area that can be developed	Residential: 1.25 FAR Commercial: 2.00 FAR Comm.Fac.: 1.25	Residential: 1.25 FAR Commercial: 2.00 FAR Comm.Fac.: 1.25	Residential: 4.60 FAR Commercial: 2.00 FAR Comm.Fac.: 4.00 FAR	
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	Residential, commercial, light industrial	Residential, commercial, light industrial	Residential, commercial, light industrial	

Analysis Framework and Increment

For analysis purposes, the Future With-Action Scenario consists of three development sites, as identified above. The increment between the No-Action and the With-Action scenarios consists of a net increase of 139,340 gsf of residential space (110 DUs), a net increase of 21,448 gsf of commercial space, and a net decrease of 19,134 gsf of light industrial use.

Based on an estimated 12-month approval process and a 24-month buildout period for all development sites, the analysis year will be 2021.

Part II: TECHNICAL ANALYSIS

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

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

	YES	NO
1. *LAND USE, ZONING, AND PUBLIC POLICY*: CEQR Technical Manual Chapter 4		
(a) Would the proposed project result in a change in land use different from surrounding land uses?	☐	☒
(b) Would the proposed project result in a change in zoning different from surrounding zoning?	☒	☐
(c) Is there the potential to affect an applicable public policy?	☐	☒
(d) If "yes," to (a), (b), and/or (c), complete a preliminary assessment and attach. Attached		
(e) Is the project a large, publicly sponsored project?	☐	☒
o If "yes," complete a PlaNYC assessment and attach.		
(f) Is any part of the directly affected area within the City's Waterfront Revitalization Program boundaries?	☐	☒
o If "yes," complete the Consistency Assessment Form.		
2. *SOCIOECONOMIC CONDITIONS*: CEQR Technical Manual Chapter 5		
(a) Would the proposed project:		
o Generate a net increase of 200 or more residential units?	☐	☒
o Generate a net increase of 200,000 or more square feet of commercial space?	☐	☒
o Directly displace more than 500 residents?	☐	☒
o Directly displace more than 100 employees?	☐	☒
o Affect conditions in a specific industry?	☐	☒
3. *COMMUNITY FACILITIES*: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
o Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, hospitals and other health care facilities, day care centers, police stations, or fire stations?	☐	☒
(b) Indirect Effects		
o **Child Care Centers:** Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	☒	☐
o **Libraries:** Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	☐	☒
o **Public Schools:** Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	☐	☒
o **Health Care Facilities and Fire/Police Protection:** Would the project result in the introduction of a sizeable new neighborhood?	☐	☒
4. *OPEN SPACE*: CEQR Technical Manual Chapter 7		
(a) Would the proposed project change or eliminate existing open space?	☐	☒
(b) Is the project located within an under-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☒	☐
o If "yes," would the proposed project generate more than 50 additional residents or 125 additional employees?	☒	☐
(c) Is the project located within a well-served area in the Bronx, Brooklyn, Manhattan, Queens, or Staten Island?	☐	☒
o If "yes," would the proposed project generate more than 350 additional residents or 750 additional employees?	☐	☐
(d) If the project in located an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	☐	☒

	YES	NO
5. *SHADOWS*: CEQR Technical Manual Chapter 8		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	☒	☐
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	☐	☒
6. *HISTORIC AND CULTURAL RESOURCES*: CEQR Technical Manual Chapter 9		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the GIS System for Archaeology and National Register to confirm)	☐	☒
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	☒	☐
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. Attached		
7. *URBAN DESIGN AND VISUAL RESOURCES*: CEQR Technical Manual Chapter 10		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	☒	☐
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	☐	☒
8. *NATURAL RESOURCES*: CEQR Technical Manual Chapter 11		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of Chapter 11?	☐	☒
o If "yes," list the resources and attach supporting information on whether the proposed project would affect any of these resources.		
(b) Is any part of the directly affected area within the Jamaica Bay Watershed?	☐	☒
o If "yes," complete the Jamaica Bay Watershed Form, and submit according to its instructions.		
9. *HAZARDOUS MATERIALS*: CEQR Technical Manual Chapter 12		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	☐	☒
(b) 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?	☐	☒
(c) 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 Appendix 1 (including nonconforming uses)?	☐	☒
(d) 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?	☐	☒
(e) 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)?	☐	☒
(f) 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?	☐	☒
(g) 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?	☐	☒
(h) Has a Phase I Environmental Site Assessment been performed for the site?	☒	☐
o If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify: See attached	☐	☐
10. *WATER AND SEWER INFRASTRUCTURE*: CEQR Technical Manual Chapter 13		
(a) Would the project result in water demand of more than one million gallons per day?	☐	☒
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	☐	☒
(c) If the proposed project located in a separately sewered area, would it result in the same or greater development than the amounts listed in Table 13-1 in Chapter 13?	☐	☒
(d) Would the proposed project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	☐	☒
(e) If the project is located within the Jamaica Bay Watershed or in certain specific drainage areas, including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	☐	☒

	YES	NO
(f) Would the proposed project be located in an area that is partially sewered or currently unsewered?	☐	☐
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or generate contaminated stormwater in a separate storm sewer system?	☐	☒
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	☐	☐
11. *SOLID WASTE AND SANITATION SERVICES*: CEQR Technical Manual Chapter 14		
(a) Using Table 14-1 in Chapter 14, the project's projected operational solid waste generation is estimated to be (pounds per week): 6,687		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	☐	☒
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	☐	☒
12. *ENERGY*: CEQR Technical Manual Chapter 15		
(a) Using energy modeling or Table 15-1 in Chapter 15, the project's projected energy use is estimated to be (annual BTUs): 23,919,290		
(b) Would the proposed project affect the transmission or generation of energy?	☐	☐
13. *TRANSPORTATION*: CEQR Technical Manual Chapter 16		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in Chapter 16?	☒	☐
(b) If "yes," conduct the screening analyses, attach appropriate back up data as needed for each stage and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	☐	☒
If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? ***It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of Chapter 16 for more information.*	☐	☐
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	☐	☒
If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway trips per station or line?	☐	☐
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	☒	☐
If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	☐	☒
14. *AIR QUALITY*: CEQR Technical Manual Chapter 17		
(a) *Mobile Sources*: Would the proposed project result in the conditions outlined in Section 210 in Chapter 17?	☐	☒
(b) *Stationary Sources*: Would the proposed project result in the conditions outlined in Section 220 in Chapter 17?	☒	☐
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in Chapter 17? (Attach graph as needed) Attached	☐	☒
(c) Does the proposed project involve multiple buildings on the project site?	☒	☐
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	☐	☒
(e) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	☐	☒
15. *GREENHOUSE GAS EMISSIONS*: CEQR Technical Manual Chapter 18		
(a) Is the proposed project a city capital project or a power generation plant?	☐	☒
(b) Would the proposed project fundamentally change the City's solid waste management system?	☐	☒
(c) If "yes" to any of the above, would the project require a GHG emissions assessment based on the guidance in Chapter 18?	☐	☒
16. *NOISE*: CEQR Technical Manual Chapter 19		
(a) Would the proposed project generate or reroute vehicular traffic?	☒	☐
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	☒	☐
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	☐	☒
(d) Does the proposed project site have existing institutional controls (*e.g.*, (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	☐	☒
17. *PUBLIC HEALTH*: CEQR Technical Manual Chapter 20		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality;	☐	☒

	YES	NO
Hazardous Materials; Noise?		
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		
18. *NEIGHBORHOOD CHARACTER*: CEQR Technical Manual Chapter 21		
(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	☒	☐
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary.		
19. *CONSTRUCTION*: CEQR Technical Manual Chapter 22		
(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	☒	☐
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	☐	☒
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, *etc.*)?	☒	☐
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	☐	☒
o The operation of several pieces of diesel equipment in a single location at peak construction?	☐	☒
o Closure of a community facility or disruption in its services?	☐	☒
o Activities within 400 feet of a historic or cultural resource?	☐	☒
o Disturbance of a site containing or adjacent to a site containing natural resources?	☐	☒
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?	☐	☒
(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination.		
See attached		

20. *APPLICANT'S CERTIFICATION*

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

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

APPLICANT/REPRESENTATIVE NAME	DATE
Dana Feingold, Environmental Studies Corp.	4/5/18

SIGNATURE

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

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

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

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

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

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

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

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

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

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

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

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

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME	DATE
Olga Abinader	4/6/2018

SIGNATURE

NEGATIVE DECLARATION (Use of this form is optional)

Statement of No Significant Effect

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

Reasons Supporting this Determination

The above determination is based on information contained in this EAS, which that finds the proposed project:
and related actions sought before the City Planning Commission would have no significant effect on the quality of the environment. Reasons supporting this Determination are noted below.

Hazardous Material, Air Quality, and Noise

1. A proposed new (E) designation (E-474) has been incorporated to the proposed project to ensure that the proposed actions will not result in significant adverse impacts related to hazardous material, air quality, or noise. Refer to "Appendix 1: (E) Designations" for a list of the sites affected by the proposed (E) designations and applicable (E) designation requirements.

Land Use, Zoning, and Public Policy

2. This EAS includes a detailed Land Use, Zoning, and Public Policy section, which analyzes the potential significance of the proposed rezoning and text amendment on land use, zoning and public policy in the study area. The proposed actions would rezone the area from an R5 zoning district to an R7A/C2-4 zoning district for mixed-use residential and commercial development. The zoning text amendment to designate the area a Mandatory Inclustionary Housing (MIH) designated area will allow an increased FAR on the project sites and would allow for affordable dwelling units on the sites. The analysis concludes that the proposed actions would not result in significant adverse impacts on land use, zoning, or public policy.

Urban Design and Visual Resources

3. This EAS includes a detailed Urban Design and Visual Resources section. This section analyzes whether the proposed actions, which would permit modifications to height and bulk requirements, have the potential to affect urban design and visual resources in the study area. The proposed actions would facilitate the development of sites that would provide a buffer between the subway tracks and the surrounding low-rise residential buildings while providing local retail and affordable housing in the area. The analysis concludes that the proposed actions would not result in significant adverse impacts on urban design and visual resources.

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

TITLE	LEAD AGENCY
Deputy Director, Environmental Assessment and Review Division	Department of City Planning, acting on behalf of the City Planning Commission
NAME: Olga Abinader	DATE: 4/6/2018
SIGNATURE: Olga Abinader	

TITLE	
Chair, Department of City Planning	
NAME: Marisa Lago	DATE: 4/9/2018
SIGNATURE	

Appendix 1: (E) Designations

To ensure that there would be no significant adverse hazardous material, air quality or noise impacts associated with the proposed project, an E designation (E-474) will be placed on the project sites as follows:

The E designation requirements related to hazardous materials, air quality, and noise would apply to:

Projected Development Site 1:
Block 6633, Lots 45 and 48

Projected Development Site 2:
Block 6658, Lot 1

Projected Development Site 3:
Block 6658, Lot 86

Hazardous Material

Task 1

The fee owners of the lot restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the contamination, and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to the OER for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.

No sampling program may begin until written approval of a work plan and sampling protocol is received from the OER. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by OER upon request.

Task 2

A written report with findings and a summary of the data must be presented to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided by OER if the results indicate that remediation is necessary. If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is necessary according to test results, a proposed remediation plan must be submitted to OER for review and approval. The fee owners of the lot restricted by this

(E) designation must perform such remediation as determined necessary by OER. After completing the remediation, the fee owners of the lot restricted by this (E) designation should provide proof that the work has been satisfactorily completed.

An OER-approved construction-related health and safety plan would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This Plan would be submitted to OER for review and approval prior to implementation.

Air Quality

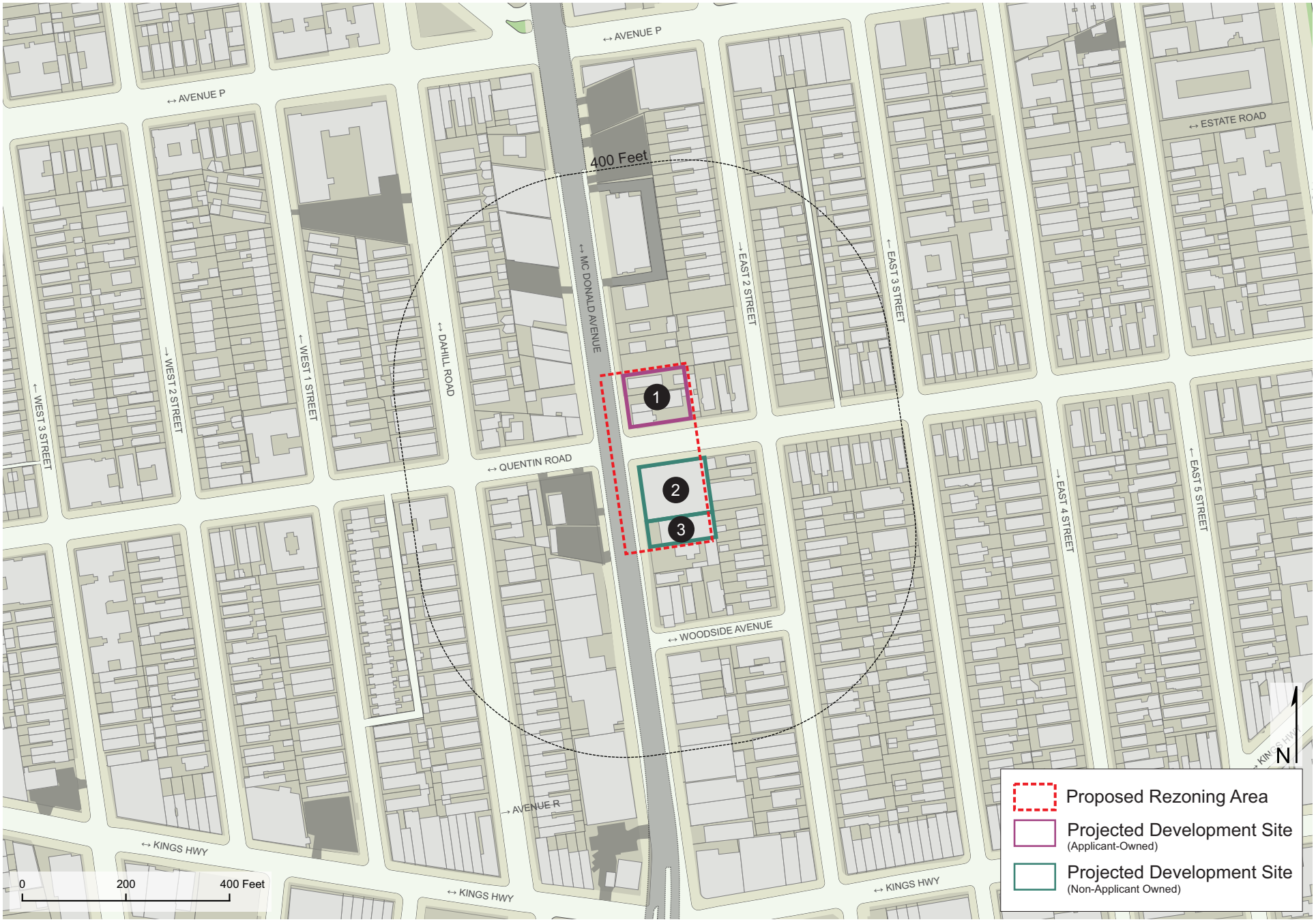
Block 6633, Lots: 45 and 48 (Projected Development Site 1): Any new residential or commercial development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC) and hot water system to avoid any potential significant adverse air quality impacts.

Block 6658, Lot 1 (Projected Development Site 2): Any new residential or commercial development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC) and hot water system to avoid any potential significant adverse air quality impacts. Stack shall be located at the highest tier, or at a minimum of 88 feet above grade to avoid any potential significant adverse air quality impact.

Block 6658, Lot 86 (Projected Development Site 3): Any new residential or commercial development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC) and hot water system to avoid any potential significant adverse air quality impacts. Stack shall be located at the highest tier, or at a minimum of 88 feet above grade to avoid any potential significant adverse air quality impact.

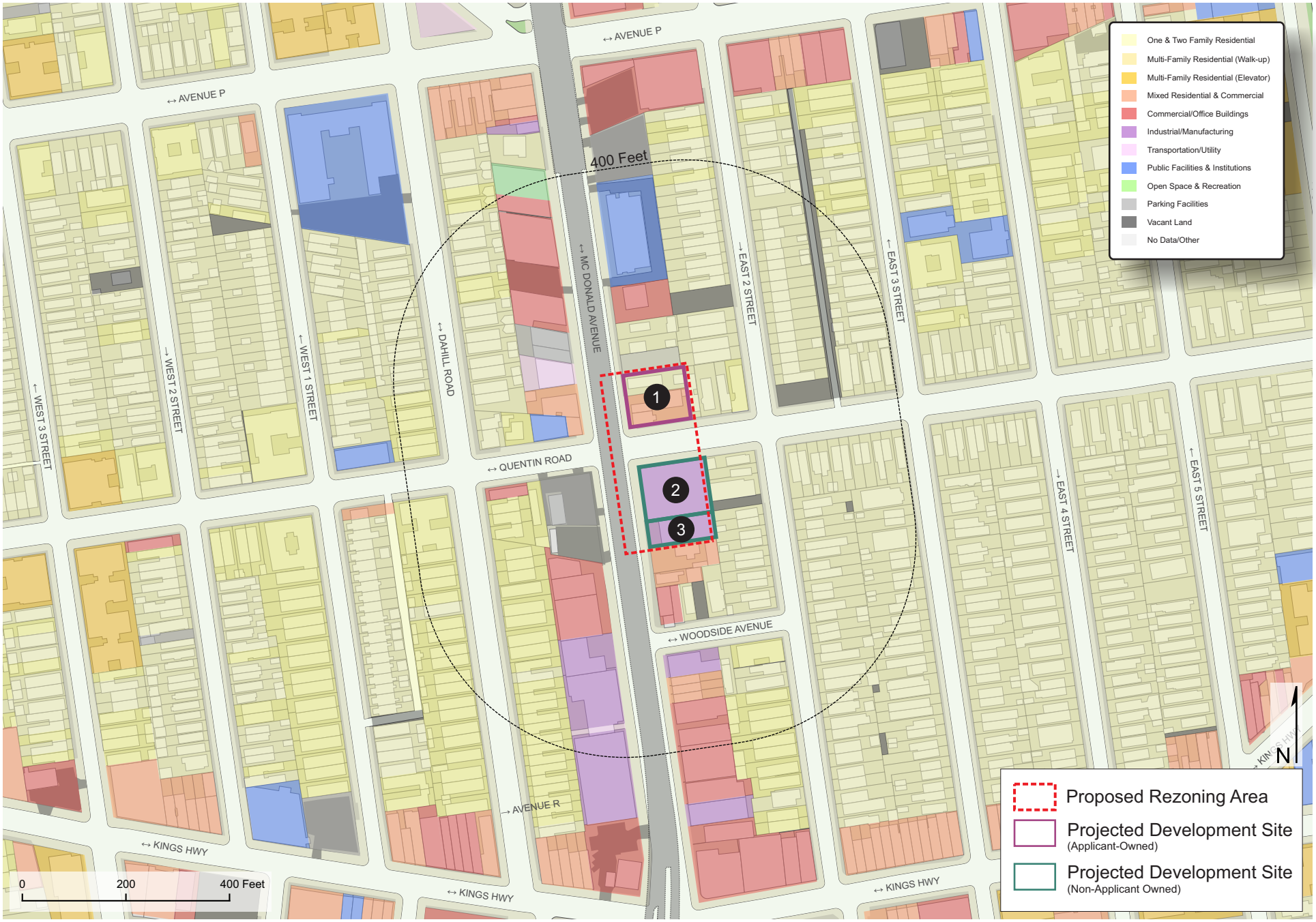
Noise

To ensure an acceptable interior noise environment, future residential and/or commercial uses must provide a closed-window condition with a minimum of 38 dBA window/wall attenuation for all building facades to maintain an interior noise level of 45 dBA. To maintain a closed- window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

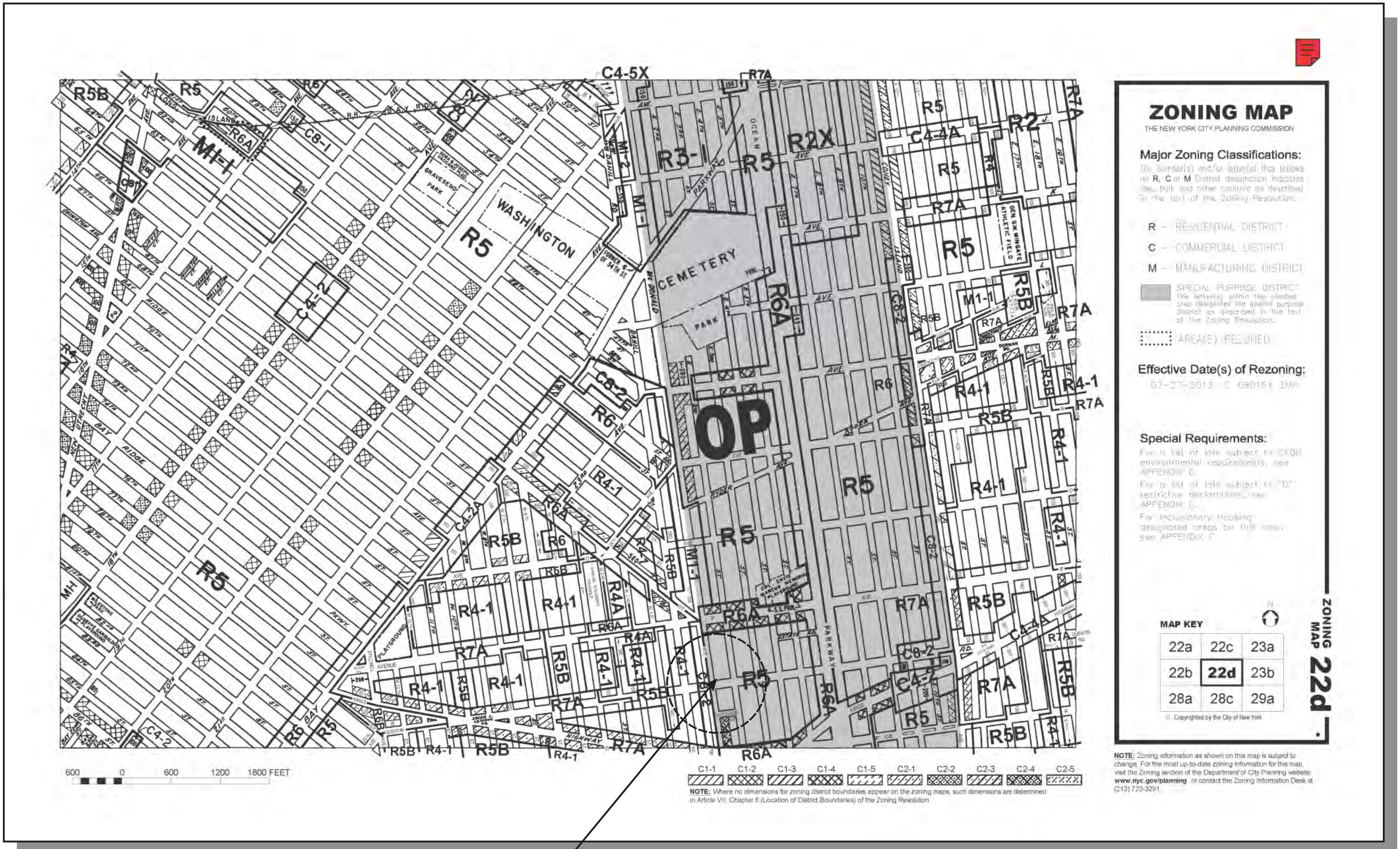


Data Source: MapPLUTO 2016v2, NYC DOF Digital Tax Map 03-16 downloaded from https://nycopendata.socrata.com

Data Source: MapPLUTO 2016v2, NYC DOF Digital Tax Map 03-16 downloaded from https://nycopendata.socrata.com



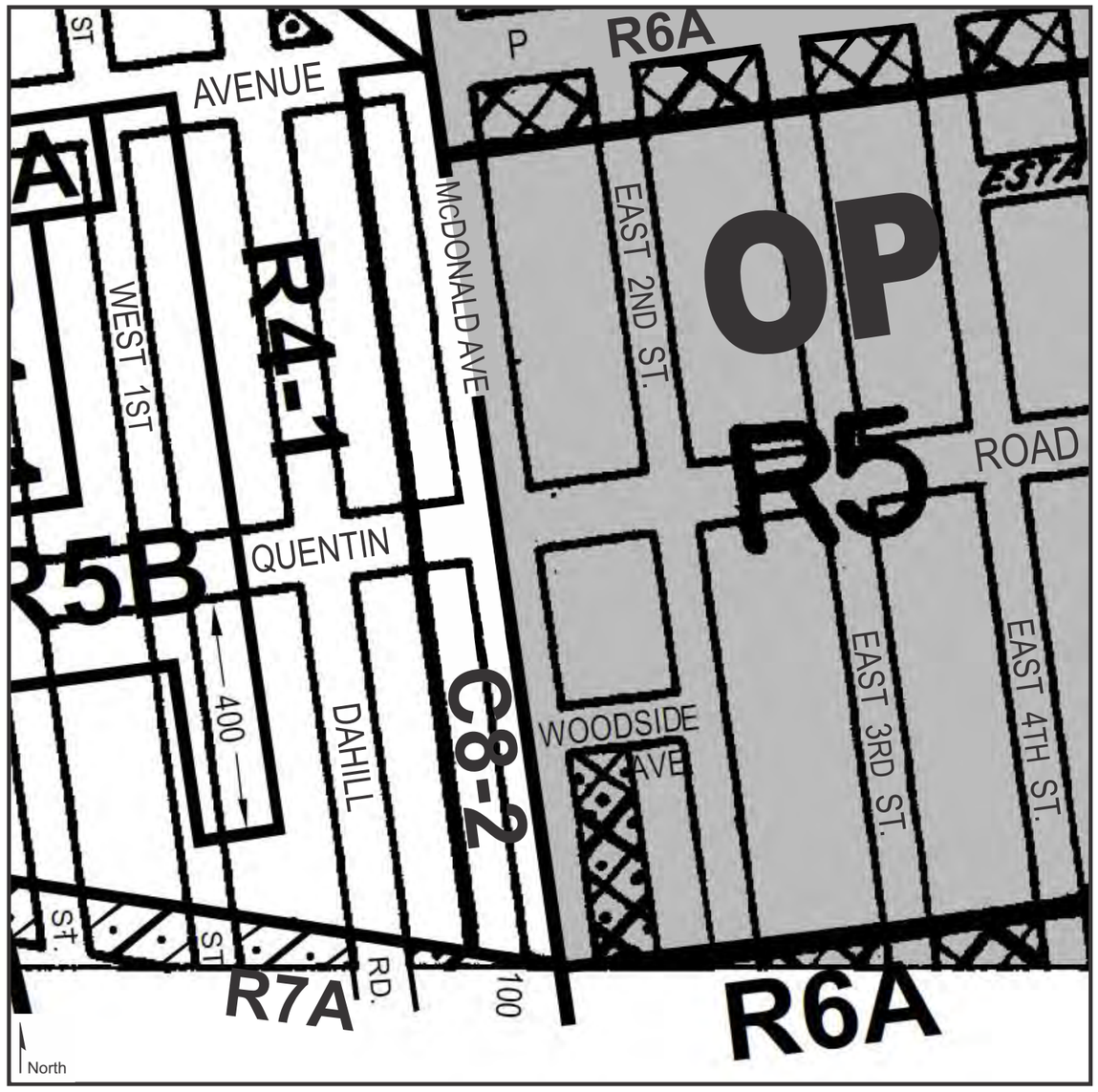
Data Source: MapPLUTO 2016v2, NYC DOF Digital Tax Map 03-16 downloaded from https://nycopendata.socrata.com


ZONING MAP
THE NEW YORK CITY PLANNING COMMISSION
Major Zoning Classifications:
R - RESIDENTIAL DISTRICT
C - COMMERCIAL DISTRICT
M - MANUFACTURING DISTRICT
SPECIAL PURPOSE DISTRICT
AREA(S) REZONED
Effective Date(s) of Rezoning:
Special Requirements:
MAP KEY
22a
22c
23a
22b
22d
23b
28a
28c
29a
© Copyrighted by the City of New York
ZONING MAP
22d
C4-5X
R7A
R5B
R5
R6
M1-1
R6A
C8-1
C4-2
WASHINGTON
CEMETERY
PARK
R3-1
R2X
R2
C4-4A
OP
C8-2
R4-1
R5B
R4A
R7A
C4-4
R6A
600
0
600
1200
1800 FEET
C1-1
C1-2
C1-3
C1-4
C1-5
C2-1
C2-2
C2-3
C2-4
C2-5
NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.
NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.

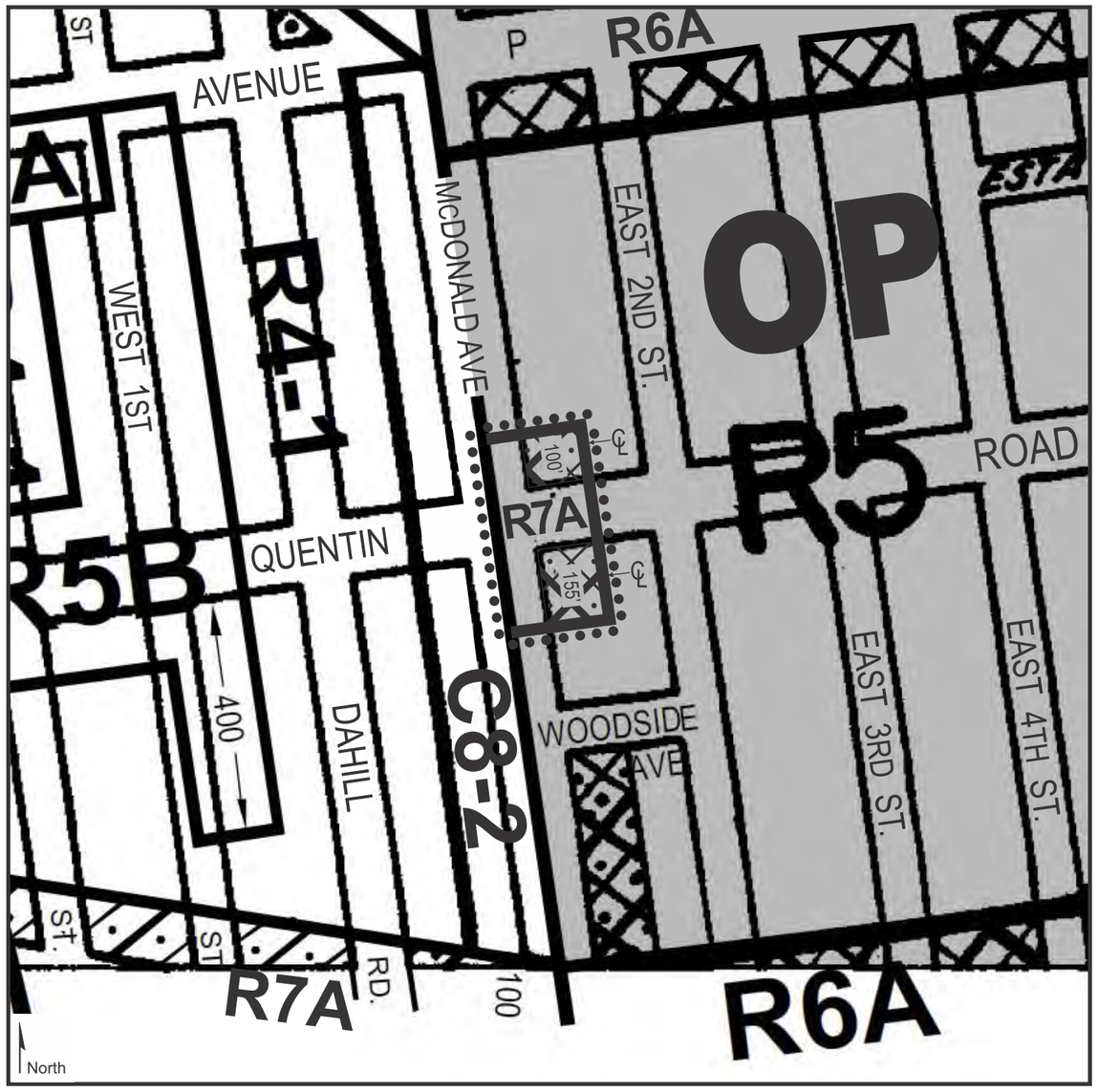
Site


400 Feet
1
2
3
N
0
200
400 Feet
Proposed Rezoning Area
Projected Development Site
(Applicant-Owned)
Projected Development Site
(Non-Applicant Owned)

Zoning Change Map



Current Zoning Map (22d)



Proposed Zoning Map (22d) - Project Area is outlined with dotted lines

Rezoning from R5/OP to R7A/C2-4/OP

1. View of the Site facing east from McDonald Avenue.

2. View of the Site facing southeast from McDonald Avenue.

3. View of the side of McDonald Avenue facing northwest from the Site.

4. View of McDonald Avenue facing south (Site at left).

5. View of the sidewalk along the east side of McDonald Avenue facing south (Site at left).

6. View of the sidewalk along the east side of McDonald Avenue facing north from Quentin Road (Site at right).

7. View of the side of McDonald Avenue facing west from the Site.

8. View of the intersection of McDonald Avenue and Quentin Road facing southwest from the Site.

9. View of the Site facing northeast from the intersection of McDonald Avenue and Quentin Road.

10. View of Quentin Road facing east from McDonald Avenue (Site ahead at left).

11. View of the sidewalk along the north side of Quentin Road facing east from McDonald Avenue (Site at left).

12. View of the sidewalk along the north side of Quentin Road facing west (Site at right).

13. View of the Site facing north from Quentin Road.

14. View of the Site facing northwest from Quentin Road.

15. View of the side of Quentin Road facing southeast from the Site.

16. View of Quentin Road facing west (Site at right).

17. View of the side of Quentin Road facing northeast between McDonald Avenue and East 2nd Street.

18. View of the side of Quentin Road facing southwest between McDonald Avenue and East 2nd Street.

19. View of the side of Quentin Road facing south from the Site.

20. View of the sidewalk along the south side of Quentin Road facing west between McDonald Avenue and East 2nd Street.

21. View of the sidewalk along the south side of Quentin Road facing east from McDonald Avenue.

22. View of the intersection of McDonald Avenue and Quentin Road facing southeast.

23. View of the intersection of McDonald Avenue and Quentin Road facing northwest.

24. View of the side of McDonald Avenue facing east between Quentin Road and Woodside Avenue.

25. View of the sidewalk along the east side of McDonald Avenue facing south from Quentin Road.

26. View of the sidewalk along the east side of McDonald Avenue facing north between Quentin Road and Woodside Avenue.

27. View of the side of McDonald Avenue facing west between Quentin Road and Woodside Avenue.

28. View of the side of McDonald Avenue facing southwest between Quentin Road and Woodside Avenue.

29. View of the side of McDonald Avenue facing northeast between Quentin Road and Woodside Avenue.

30. View of McDonald Avenue facing north from Woodside Avenue.

1881 MCDONALD AVENUE REZONING

ENVIRONMENTAL ASSESSMENT STATEMENT (EAS)

INTRODUCTION

Based on the analysis and screens contained in the Environmental Assessment Statement Short Form, the analysis areas that require further explanation include land use, zoning, and public policy; community facilities; open space; shadows; historic and cultural resources; urban design and visual resources; transportation; air quality; noise; and neighborhood character. Subject headers correspond with the relevant chapter of the 2014 *CEQR Technical Manual.*

4. LAND USE, ZONING, AND PUBLIC POLICY

Introduction

The analysis of land use, zoning and public policy characterizes the existing conditions of the Development Site and the surrounding study area; anticipates and evaluates those changes in land use, zoning and public policy that are expected to occur independently of the proposed project; and identifies and addresses any potential impacts related to land use, zoning and public policy resulting from the project. Various sources have been used to prepare a comprehensive analysis of land use, zoning and public policy characteristics of the area, including field surveys, studies of the neighborhood, census data, and land use and zoning maps.

The proposed action involves the mapping of an R7A/C2-4 district in place of an existing R5 district to facilitate the proposed construction of a mixed-use building on the Development Site. Two additional properties would be rezoned as a result of the proposed actions and are also anticipated for mixed-use development.

Land Use, Zoning, and Public Policy Study Area

In order to assess the potential for project-related impacts, a study area has been defined that includes the area located within 400 feet of the Project Area. This 400-foot area is the area within which the proposed actions have the potential to affect land use, land use trends, zoning, or public policy. The study area is generally bounded by Avenue P to the north, East 3rd Street to the east, Kings Highway to the south, and Dahill Road to the west. (See Figure 1, Site Location.)

Existing Conditions

Land Use

The Project Area is located in the Homecrest section of Brooklyn Community District 15. The Development Site (Block 6633, Lots 45 and 48; 1881-1885 McDonald Avenue) contains a total of 11,200 sf of lot area with approximately 100 feet of frontage on McDonald Avenue and 112 feet of frontage on Quentin Road. Lot 45 is improved with a single-story structure at the back of the lot and a two-story structure at the corner of McDonald Avenue and Quentin Road, containing 4,900 sf of commercial floor area (FAR 0.73). The lot contains approximately 6 surface parking spaces. The building is legally nonconforming, as it was constructed in approximately 1930 and has contained commercial uses since that time. Lot 48 is lot is improved with a two-story residential building containing two dwelling units and 2,600 sf of floor area (FAR 0.58).

In addition to the Development Site, the proposed actions would rezone Block 6658, Lots 1 and 86. Block 6658, Lot 1 (1905 McDonald Avenue) is a large corner lot that contains 13,284 sf of lot area with approximately 104 feet of frontage on McDonald Avenue and 126 feet of frontage on Quentin Road. The lot is improved with a single-story structure containing 13,100 square feet of light industrial space (FAR 0.99; a showroom and storage for a window and door company). The building was constructed in approximately 1931, making it legally nonconforming.

Block 6658, Lot 86 (1911 McDonald Avenue) is an interior lot that contains 6,325 square feet of lot area with approximately 50 feet of frontage on McDonald Avenue. The lot is improved with a single-story warehouse building containing 6,034 square feet of floor area (FAR 0.95). The lot contains two accessory surface parking spaces. The nonconforming use was authorized by BSA file number 923-77-BZ.

The study area is entirely residential with the exception of the McDonald Avenue frontage, which contains a mix of commercial, light industrial, parking, and residential uses. A large medical facility (kidney dialysis center) is located on McDonald Avenue near the northern boundary of the study area. The elevated F train runs along McDonald Avenue in the study area, with a stop at the intersection of Avenue P and McDonald Avenue. Commercial retail uses are clustered around this location to serve transit riders. (See Figure 3, Land Use Map.)

Zoning

In 2005, the Homecrest Rezoning was adopted. The rezoning covered a swath of area directly west of McDonald Avenue and the Project Area. The project entailed a set of zoning map and text amendments for an approximately 120-block area in the eastern part of the Homecrest neighborhood in Brooklyn's Community District 11. The purpose of the rezoning was to preserve the existing neighborhood scale and character with lower

density and contextual zoning districts, preventing new development inconsistent with that low-rise character. The rezoning encouraged residential development on selected wide streets with good access to mass transit and a character already defined by large apartment buildings – Avenue P, Quentin Road and Kings Highway and, to a lesser extent, along Bay Parkway and 65th Street. Along these corridors, the mid-density contextual zoning districts established height limits consistent with neighboring apartment houses to prevent development of overly large community facility and mixed residential/community facility buildings.

The Project Area is currently zoned R5. The study area also includes a R5 with a C2-4 overlay, and areas zoned R4-1 and C8-2.

R5 zoning districts permit residential and community facility uses at a maximum FAR of 1.25 for residential use and 2.00 for community facility use. The maximum permitted building height is 40 feet. Parking is required for 85% of dwelling units. Front, side, and rear yards are required.

C2-4 overlays are mapped within residential districts along streets that serve local retail needs. Typical uses include neighborhood grocery stores, restaurants, and repair services. In mixed buildings, commercial uses are limited to one or two floors, and must always be located beneath the residential use. When mapped in R1 through R5 districts, the maximum commercial FAR is 1.0.

R4-1 contextual zoning districts permit only one-and two-family detached and semi-detached residential buildings with a maximum FAR of 0.75 (FAR may be increase by up to 20% for attic allowance). The maximum building height is 35 feet with a maximum perimeter wall height of 25 feet. Front, rear, and side yards are generally required, and one off-street parking space must be provided for each dwelling unit.

C8-2 districts permit general service commercial uses and Use Group 4 community facility uses. The maximum permitted floor area ratio (FAR) is 2.0 for commercial use and 4.8 for community facility use. Height is regulated by a sky exposure plane beginning 30 feet above the street line.

Public Policy

Other than the Zoning Resolution discussed above, no other public policies apply to the Affected Area or the surrounding 400-foot radius study area. The Affected Area is not covered by any 197-a Community Development Plans, is not within any designated New York State Empire Zone or New York City Industrial Business Zone (IBZ), is not within the NYC Coastal Zone Boundary, and is not located within a critical environmental area, a significant coastal fish and wildlife habitat, a wildlife refuge, or a special natural waterfront area. The proposed action does not involve the siting or displacement of any public facilities.

Future No-Action Scenario

Land Use

Absent the proposed action, all lots within the Project Area would remain in their current condition. The No Action scenario is described below.

The two lots controlled by the Applicant will remain in their current condition:

- Block 6633, Lot 45 (1885 McDonald Avenue) is a corner lot that contains 6,720 square feet of lot area with approximately 60 feet of frontage on McDonald Avenue and 112 feet of frontage on Quentin Road. The lot is improved with a single-story structure at the back of the lot and a two-story structure at the corner of McDonald Avenue and Quentin Road, containing 4,900 sf of commercial floor area (FAR 0.73). The lot contains approximately 6 surface parking spaces. The parcel is located in an R5 zoning district, which permits residential use at 1.25 FAR and community facility use at 2.00 FAR. The building is legally nonconforming, as it was constructed in approximately 1930 and has contained commercial uses since that time. Lot 45 contains an active use (commercial) that is anticipated to remain in the future without the proposed action.
- Block 6633, Lot 48 (1881 McDonald Avenue) is an interior lot that contains 4,480 square feet of lot area with approximately 40 feet of frontage on McDonald Avenue. The lot is improved with a two-story residential building containing two dwelling units and 2,600 sf of floor area (FAR 0.58). The parcel is located in an R5 zoning district, which permits residential use at 1.25 FAR and community facility use at 2.00 FAR. Lot 48 contains an active use (residential) that is anticipated to remain in the future without the proposed action.

The two lots not controlled by the applicant will remain in their current condition:

- Block 6658, Lot 1 (1905 McDonald Avenue) is a large corner lot that contains 13,284 sf of lot area with approximately 104 feet of frontage on McDonald Avenue and 126 feet of frontage on Quentin Road. The lot is improved with a single-story structure containing 13,100 square feet of light industrial space (FAR 0.99; a showroom and storage for a window and door company). The parcel is located in an R5 zoning district, which permits residential use at 1.25 FAR and community facility use at 2.00 FAR. The building was constructed in approximately 1931, making it legally nonconforming. Lot 1 contains an active use that is anticipated to remain in the future without the proposed action.
- Block 6658, Lot 86 (1911 McDonald Avenue) is an interior lot that contains 6,325 square feet of lot area with approximately 50 feet of frontage on McDonald Avenue. The lot is improved with a single-story warehouse building containing 6,034 square feet of floor area (FAR 0.95). The lot contains two accessory surface

parking spaces. The parcel is located in an R5 zoning district, which permits residential use at 1.25 FAR and community facility use at 2.00 FAR. The nonconforming use was authorized by BSA file number 923-77-BZ. Lot 86 contains an active use that is anticipated to remain in the future without the proposed action.

The surrounding land uses within the immediate study area are expected to remain largely unchanged by the Projected Build Year of 2021. No new development is anticipated to occur within the 400-foot study area by 2021.

Zoning

In the future without the proposed action, the provisions of the existing R5 zoning district would continue to apply to the Project Area. No change would occur on the Development Site or the other Projected Development Sites. The surrounding zoning districts within the immediate study area are expected to remain largely unchanged by the Build Year of 2021.

Public Policy

In the future without the proposed action, any new development within the Project Area would continue to be governed by the provisions of the underlying R5 zoning district. No other public policy initiatives would pertain to the Project Area or to the 400-foot study area around the property by the project build year of 2021. In addition, no changes are anticipated to the zoning districts and zoning regulations or to any public policy documents related to the Affected Area or the surrounding study area by the project build year.

Future With-Action Scenario

Land Use

In the future with the proposed action, the two lots under the control of the applicant will be redeveloped:

- The Proposed Actions would facilitate the construction of an eight-story (with cellar) mixed-use building (commercial-residential) on **Projected Development Site 1** to contain 48,179 zsf (61,270 gsf) or 4.30 FAR. The building would contain 35 dwelling units in 42,381 zsf (52,240 gsf) of residential space on floors two through eight with the ground floor containing commercial retail space in 5,798 zsf (9,029 gsf, including below-grade commercial storage space). The cellar level would contain accessory parking, storage space for the ground floor commercial use and mechanical space.
- The cellar would contain 15 accessory parking spaces for residents, made accessible by a new 12-foot wide curb cut on Quentin Road. The 15 spaces are voluntarily provided, since the Proposed Development waives out of accessory

parking requirements for the residential use in the Transit Zone, pursuant to ZR §25-231/25-241, where a total of 7 spaces are required and parking is waived below 15 spaces for the proposed residential use. For the commercial retail use in the C2-4 zoning district, one space is required per 1,000 square feet of floor area and is waived where under 40 spaces are required. The project would have 5,798 square feet of retail space where 6 parking spaces would be required; however, since the total is less than 40, no accessory parking spaces are required for the proposed commercial use.

- The building would have a street wall height of 53 feet along the side lot line and a street wall height of 63 feet along the rear lot line and, after a 15-foot setback, would rise to a maximum height of 83 feet. For analysis purposes, a height of 85 feet is assumed. The eastern and northern portion of the Proposed Development bordering the neighboring R5 district would not exceed 55 feet, pursuant to §23-693. There would be an 8' side yard along the northern lot line, pursuant to §23-462. The building would cover an area of 6,900 square feet, or approximately 61.61% of the Development Site.
- Pursuant to the proposed MIHA district mapping, the project would contain 11 affordable housing units or approximately 30% of the proposed residential floor area.

The properties not under control of the applicant are anticipated for development as descried below.

- Block 6658, Lot 1 (**Projected Development Site 2**) would be redeveloped with a nine-story (85 foot) mixed-use building containing 72,065 gsf of floor area (59,683 zsf, FAR 3.6). Of this, 60,183 gsf (47,800 zsf, 51 DUs) would be residential and 11,882 gsf (11,882 zsf) would be commercial. 30% of DUs (15 units) would be reserved for affordable housing under the MIH program. Eighteen parking spaces would be provided at the cellar level for 50% of the 36 market-rate DUs.
- Block 6658, Lot 86 (**Projected Development Site 3**) would be redeveloped with a nine-story (85 foot) mixed-use building containing 34,534 gsf (29,017 zsf, FAR 3.79) of floor area. Of this, 29,517 gsf (24,000 zsf, 26 DUs) would be residential and 5,017 gsf (5,017 zsf) would be commercial space. 30% of DUs (8 units) would be reserved for affordable housing under the MIH program. Nine parking spaces would be provided at the cellar level for 50% of the 18 market-rate DUs.

Zoning

In the future with the proposed actions, an R7A/C2-4 district would be mapped along McDonald Avenue on either side of Quentin Road at a width of 100 feet on the north side of Quentin Road (Block 6633) and 155 feet on the south side (Block 6658). The proposed zoning district would extend to the north-south centerline of the block. Additionally, a

zoning text amendment to Appendix F of the Zoning Resolution (ZR) to make the Project Area applicable as a Mandatory Inclusionary Housing (MIH) Area, Option 1 or 2.

The proposed zoning would more accurately reflect existing development within the Project Area, which is currently developed with residential, commercial, and legally-nonconforming light industrial buildings. It would provide opportunities for the creation of new housing, including market rate and affordable dwelling units, as well as new commercial retail space to that would increase investment in the surrounding area and improve the overall vibrancy of the neighborhood.

Table 1-1 provides a comparison of the uses and bulk regulations permitted under the existing/no action and proposed zoning districts.

The development proposed by the Applicant would not result in any non-conforming uses or non-complying developments, as the proposed development would comply with the proposed R7A/C2-4 zoning district.

Therefore, the proposed rezoning action and the resulting proposed development are not expected to result in any significant adverse impacts or conflicts with the zoning in the study area.

Table 1-1: Comparison of Zoning Regulations: R5 and R7A/C2-4

	R5 (Existing and No-Action)		R7A/C2-4 (Proposed)	
Use Groups	1, 2, 3, 4		1, 2, 3, 4, 5, 6, 7, 8, 9, 14	
Maximum FAR	Residential Community Facility	1.25 2.00	Residential Community Facility Commercial	4.00 4.00 2.00
Maximum Height	40 feet		85 feet	
Residential Parking Requirements	85% of market rate units		50% of market rate units	

Public Policy

No impact to public policies would occur as a result of the proposed action. The proposed mixed-use development on the Development Site would be in accordance with the proposed zoning district. The inclusion of the MIH program will help bring much-needed low-income housing to this neighborhood of Brooklyn. The proposed zoning district would be consistent with zoning and bulk regulations in the study area and would be appropriate given the location of the Project Area and its proximity to public transit.

Conclusion

Land Use

The Affected Area already contains a mix of residential, commercial, and light industrial properties. No significant adverse impacts related to land-use would occur as a result of the proposed rezoning.

No potentially significant adverse impacts related to land use are expected to occur as a result of the proposed action. Therefore, further analysis of land use is not warranted.

Zoning

The proposed zoning map amendment to R7A/C2-4 is appropriate given the context of the Project Area. The Development Site is located on a heavily-trafficked street in an area that is developed with both residential and commercial uses. The proposed zoning is similar to the zoning patterns of the 2005 Homecrest Rezoning, which established contextual R4 through R7 districts, some with C2 commercial overlays, on the western side of McDonald Avenue. Thus, the increase in height and FAR permitted by this proposal is consistent with what is already permitted in the area.

A zoning text amendment to designate the Affected Area a MIH designated area will allow an increased FAR on the Development Site and will provide the Applicant with the ability to provide affordable dwelling units on-site. Through MIH, the Applicant and all future owners will be required to provide a percentage of permanently affordable housing units.

No significant adverse impacts related to zoning are expected to occur as a result of the proposed action, and a further assessment of zoning is not warranted.

Public Policy

In accordance with the stated public policies within the study area, the proposed action would be suitable for the Affected Area and the study area as a whole. No potential significant adverse impacts related to public policy are anticipated to occur as a result of the proposed action and further assessment of public policy is not warranted.

6. COMMUNITY FACILITIES

The Proposed Actions include a zoning map amendment to rezone portions of two blocks from R5 to R7A/C2-4 and a zoning text amendment to designate the rezoning area as a Mandatory Inclusionary Housing area. The Project Area includes three projected development sites, and the reasonable worst-case development scenario (RWCDS) for this EAS projects that redevelopment of the sites would create a net increase of 110 new dwelling units over the existing and no-action conditions.

The proposed actions would have no direct effect on public schools, publicly funded child care facilities, libraries, police services, fire services, or health care facilities. According to Table 6-1, 6-1a, and 6-1b of the 2014 *CEQR Technical Manual*, the proposed actions would not generate 50 or elementary/middle school students or 150 or more high school students. The proposed actions would not generate more than a 5% increase in ratio of residential units to library branches, and they would not introduce a sizeable new neighborhood.

The child care analysis threshold is 110 low- or moderate-income housing units. Although proposed actions would introduce 110 residential units, only 30% of these units would be reserved for low- and moderate-income households. Thus, of the 110 new dwelling units, only 33 units would be eligible for publicly-funded childcare. This falls below the childcare analysis threshold.

Therefore, no further analysis is necessary to determine that there would be no significant adverse impacts to community facilities.

7. OPEN SPACE

Introduction

For the purposes of CEQR, open space is defined as publicly- or privately-owned land that is publicly accessible and has been designated for leisure, play, or sport; or land that is set aside for the protection and/or enhancement of the natural environment. Under CEQR, an open space analysis is conducted to determine whether or not a Proposed Action would have either a direct impact resulting from the elimination or alteration of open space or an indirect impact resulting from overtaxing the use of open space. The analyses focus only on officially designated existing or planned public open space. Open space may be public or private and may include active and/or passive areas. Active open space is the part of a facility used for active play such as sports or exercise and may include playground equipment, playing fields and courts, swimming pools, skating rinks, golf courses, lawns and paved areas for active recreation. Passive open space is used for sitting, strolling, and relaxation with benches, walkways, and picnicking areas. Certain spaces such as lawns can be used for both active and passive recreation.

An open space analysis may be necessary when an action would potentially have a direct or indirect effect on open space. A direct impact would physically change, diminish or eliminate an open space or reduce its utilization or aesthetic value. An indirect impact could result from an action introducing a substantial new user population that would create or exacerbate an overutilization of open space resources.

An open space analysis considers both direct and indirect open space impacts. There are no open space resources on or directly adjacent to the Project Area. There would be no direct open space impacts resulting from the proposed actions. Therefore, this section discussed potential indirect open space impacts of the proposed actions.

According to the *CEQR Technical Manual*, and indirect open space impact could occur if a Proposed Action would generate more than 200 residents or 500 workers. However, in an under-served area, even 50 additional residents or 125 additional employees could result in indirect open space impacts. The Project Area is located in an under-served area of Brooklyn Community District 15 and the proposed action is anticipated to introduce approximately 288 new residents and 26 employees to the study area. (Five residents would be displaced as a result of the proposed action, meaning a net increase of 283 residents as a result of the proposed actions.) Therefore, a preliminary analysis has been conducted to determine whether significant indirect open space impacts could occur as a result of the increased residential population.

Study Area

Open space study areas are defined to allow analysis of both the nearby open spaces and the population using the open spaces. They are generally defined by a reasonable walking distance that users would travel to reach local open space and recreation areas – typically 0.5 mile for residential users. The 0.5 mile radius is then adjusted by identifying all census tracts with at least 50 percent of their area within the generalized 0.5-mile study area. The boundary drawn around these census tracts becomes the open space study area. See Figure 7-1 for a map of the open space study area.

Existing Conditions

Study Area Population

The study area population was estimated using data from the 2015 U. S. Census ACS Data for the census tracts located fully or at least 50 percent within the one-half mile study area. As shown in Table 7-1, in 2015 the study area contained a total of 37,396 residents within the 14 study area census tracts.

Table 7-1: Open Space Study Area Population

Census Tract	Total Population (2015)
408	3304
410	1854
412	2835
414.01	1480
414.02	1611
418	2314
420	1894
422	3474
424	3432
426	4408
432	4790
434	3368
438	2632
440	2943
Study Area Total	**37,396**
Source: US Census ACS Demographic and Housing Estimates. 2011-2015 American Community Survey 5-Year Estimates	

Figure 7-1: Open Space Facilities and Census Tracts

Open Space Resources

Within the open space study area, there are seven publicly accessible facilities, including two playgrounds that are part of the PlaNYC Schoolyards to Playgrounds program. See Figure 4-1, Open Space Facilities and Census Tracts and Table 7-2, Inventory of Open Space Resources. The seven publicly owned and accessible facilities provide a total of 13.76 acres of open space.

Table 7-2: Inventory of Open Space Resources

Map No.	Name	Block	Lot/s	Acres
1	Colonel David Marcus Playground	6610	42	1.97
		6611	35	
		6612	33	
2	Samuel Goldberg Triangle	*Bounded by W 3 St, Avenue O, 65 St*		0.01
3	PS 215 Playground	6681	169	1.1
4	McDonald Playground	7104	17	3.48
5	Avenue R Mall	*Avenue R btwn. E 7 and Coney Island Avenue*		0.26
6	PS 238 Playground	6640	13	0.31
7	Ocean Parkway Greenway	*All along Ocean Parkway in the study area*		6.63
	Total			**13.76**

Open Space Ratio

Based on the calculation of the ratio of publicly accessible open space acres to the study area population, a determination of the adequacy of open space resources in the study area was quantified. The resultant computation for the study area was then compared with the median ratio for New York City, which is 1.5 acres per 1,000 residents, and with the City's planning goal as expressed in the *CEQR Technical Manual* of 2.5 acres per 1,000 population.

The *CEQR Technical Manual* considers an action to result in significant impacts to open space resources if it would decrease the open space ratio substantially, thereby reducing the availability of open spaces for an area's population. A decrease in the open space

ratio of 5 percent or more is generally considered to be a significant adverse impact on open space resources. The open space study area exhibits an open space ratio of 0.3680 acres per 1,000 residents, (based on 13.76 acres of existing open space divided by the 2015 American Community Survey study area population estimate of 37,396 persons).

No-Action Condition

In the future without the proposed action, no changes are anticipated to the study area open space ratio. No significant residential developments are anticipated, nor or are any changes to study area open spaces.

Future With-Action Condition

Study Area Population

The net increase of 110 dwelling units resulting from the proposed actions is expected to generate approximately 281 residents, based on the average household size of 2.55 residents in Brooklyn Community District 15. Adding these residents to the Future No-Action population of 37,396 results in a future with-action population of 37,677.

Open Space Resources

No new open spaces are planned to be added to the study area by the project's build year of 2021, and no changes are anticipated to the existing open spaces. Therefore, in the future with-action condition, the project study area would contain approximately 13.76 acres of open space, the same as under existing conditions.

Open Space Ratio

The projected open space ratio in the future with the proposed action would be 0.3652 acres per 1,000 residents (based on 13.76 acres of open space and a study area population of 37,679), compared with the ratio of 0.3680 acres per 1,000 residents under existing and no-action conditions. This represents a decrease of approximately 0.0028 acres per 1,000 persons or a 0.76 percent reduction in the open space ratio. The community would continue to be under-served by the city's open space resources and would continue to not meet DCP's open space planning goals. Table 7-3 shows the calculation of open space ratios for the Existing and Future With-Action conditions.

Table 17-3: Open Space Ratios

	Existing/No-Action Conditions	Future With-Action
Publicly Accessible Open Space (Acreage)	13.76	13.76
Study Area Population	37,396	37,677
Open Space Ratio (Acres/1,000 Residents)	0.3680	0.3652 / -0.75%

The proposed development would result in a decrease of 0.75 percent in the open space ratio in the project study area. According to the *CEQR Technical Manual*, in under-served areas, a detailed analysis is generally not necessary if the open space ratio decreases by less than one percent. Additionally, the open space ratio would not decrease substantially relative to existing conditions where the open space ratio is already below average. Therefore, based on *CEQR Technical Manual* criteria and this preliminary analysis, the proposed project would not result in a significant adverse impact on open space resources.

A detailed open space assessment is not required as it has been determined that the project would not decrease the open space ratio by more than 5 percent.

Due to the absence of significant direct impacts on any open space resource and the small decrease in the future with the action open space ratio, it is anticipated that the project would not have any potentially significant adverse open space impacts and further assessment is not warranted. No significant adverse impacts associated with open space would occur as a result of the proposed action.

Conclusion

A detailed open space assessment is not required as it has been determined that the project would not decrease the open space ratio by more than 5 percent.

Due to the absence of significant direct impacts on any open space resource and the small decrease in the future with-action open space ratio, it is anticipated that the project would not have any potentially significant adverse open space impacts and further assessment is not warranted. No significant adverse impacts associated with open space would occur as a result of the proposed action.

8. SHADOWS

Introduction

Under CEQR, a shadow is defined as the circumstance in which a building or other built structure blocks the sun from the land. An adverse shadow impact is considered to occur when the shadow from a proposed project falls upon a publicly accessible open space, a historic landscape, or other historic resource if the features that make the resource significant depend on sunlight, or if the shadow falls on an important natural feature and adversely affects its uses or threatens the survival of important vegetation. An adverse impact would occur only if the shadow would fall on a location that would otherwise be in sunlight; the assessment therefore distinguishes between existing shadows and new shadows resulting from a proposed project. Finally, the determination of whether the impact of new shadows on an open space or a natural or historic resource would be significant is dependent on their extent and duration. In general, shadows on City streets and sidewalks or on other buildings are not considered significant under CEQR. In addition, shadows occurring within an hour and a half of sunrise or sunset generally are not considered significant under CEQR.

According to the 2014 *CEQR Technical Manual*, a preliminary shadow screening is not required unless the project would include a net height increase or addition of at least 50 feet or if it would contain shorter structures that might cast substantial new shadows on an adjacent park, sunlight-sensitive historic resource, or an important natural resource. A shadows screening is required for this project since the proposed building on Projected Development Site 1 exceeds 50 feet in height. The RWCDS buildings on the Projected Development Site 2 and the Potential Development Site would be less than 50 feet in height.

No-Action Scenario

There would be no change in the built form of the Project Area in the future without the proposed action.

With-Action Scenario

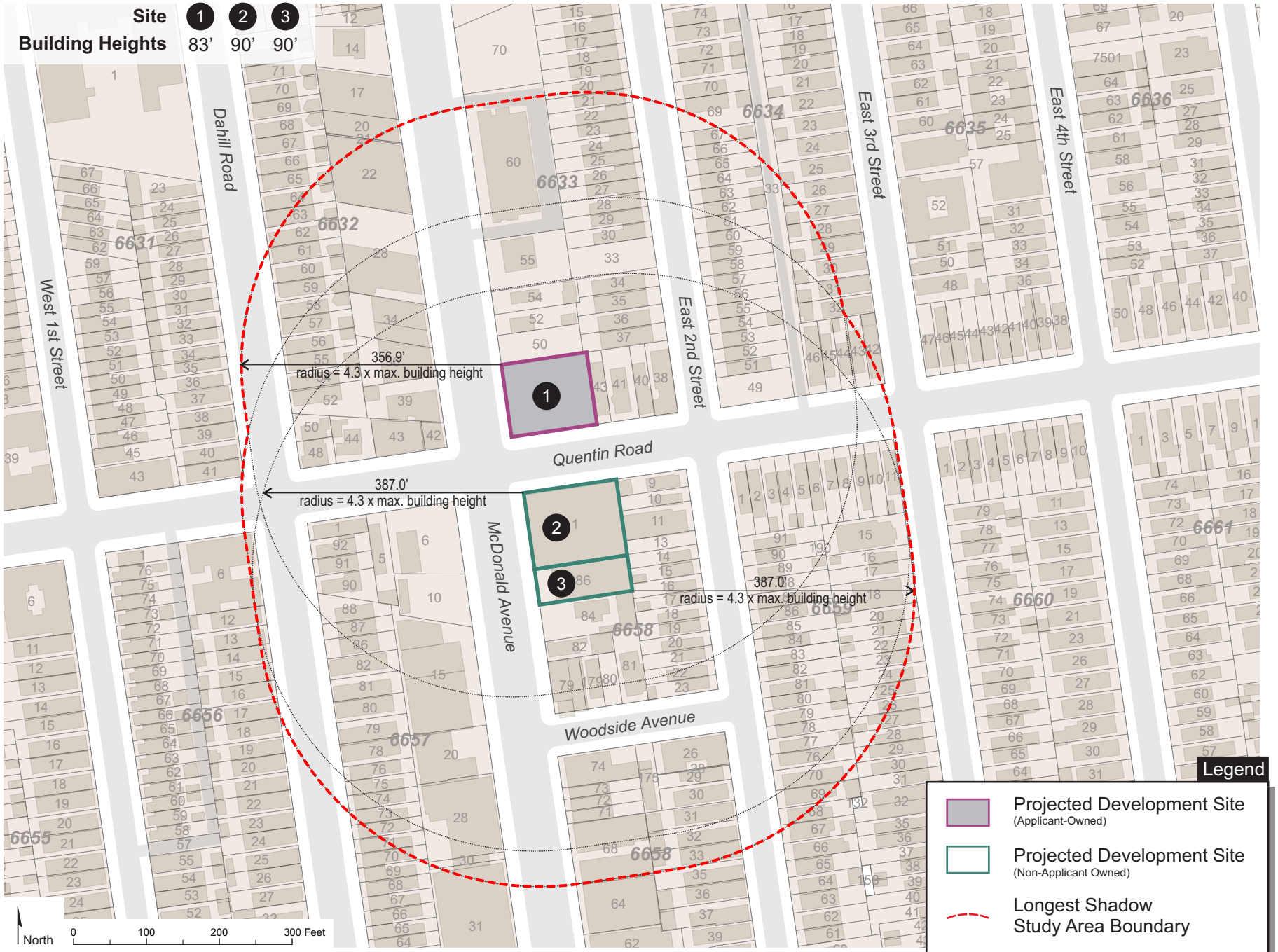
The proposed actions would result in the development of three eight-story building in the Project Area, which would reach maximum heights of 83 to 85 feet. Based on *CEQR Technical Manual* guidelines, the longest shadow that any building would cast during the year (except within an hour and a half of sunrise or sunset which is not deemed to be of concern) is 4.3 times its height. Applying the 4.3 factor to the proposed maximum building height of 85 feet would result in a maximum shadow distance of approximately 365 feet.

Preliminary Screening Assessment: Tier 1 Screening

As shown in the land use map, there are no sunlight-sensitive open space resources that are located within the maximum 365-foot shadow distance from the Development Site. Therefore, the proposed development would not result in significant adverse shadows impacts on any open space or other sunlight-sensitive resources.

Conclusion

There will be no significant adverse shadow impacts.


Site 1 2 3
Building Heights 83' 90' 90'
Dahill Road
West 1st Street
East 2nd Street
East 3rd Street
East 4th Street
McDonald Avenue
Quentin Road
Woodside Avenue
356.9'
radius = 4.3 x max. building height
387.0'
radius = 4.3 x max. building height
387.0'
radius = 4.3 x max. building height
6631
6632
6633
6634
6635
6636
6655
6656
6657
6658
6659
6660
6661
North
0
100
200
300 Feet
Legend
Projected Development Site
(Applicant-Owned)
Projected Development Site
(Non-Applicant Owned)
Longest Shadow
Study Area Boundary

9. HISTORIC AND CULTURAL RESOURCES

Archaeological

The proposed project would involve construction potentially resulting in ground disturbance of a site that has not previously experienced extensive excavation. In a letter dated March 12, 2018, and appended to this document, the New York City Landmarks Preservation Commission (LPC) stated the Project Area has no archaeological significance. No further analysis is necessary.

Architectural

The structures that would be demolished as a result of the proposed action do not have historic or cultural significance. In a letter dated March 12, 2018, and appended to this document, the New York City Landmarks Preservation Commission (LPC) stated the Project Area has no architectural significance. No further analysis is necessary

10. URBAN DESIGN AND VISUAL RESOURCES

Introduction

An assessment of urban design is needed when a project may have effects on any of the elements that contribute to the pedestrian experience of public space. A preliminary assessment is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning. An assessment would be appropriate for the following:

1. Projects that permit the modification of yard, height, and setback requirements; and

2. Projects that result in an increase in built floor area beyond what would be allowed 'as-of-right'.

The proposed actions would facilitate the applicant's proposal to construct an eight-story (with cellar) mixed-use building on Block 6633, Lots 45 and 48, to contain 35 dwelling units in 52,241 gsf (42,382 zsf) of residential space and one commercial retail space of 9,030 gsf (5,798 zsf) on the ground floor and cellar. The building would contain 15 accessory parking spaces for residents. The building would cover an area of 6,900 square feet, or approximately 61 percent of the Development Site. Pursuant to the proposed MIH district, the project would contain 11 affordable housing units (30 percent of the total). The building would have a streetwall height of 53 feet along the side lot line and a street wall height of 68 feet along the rear lot line and, after a 15-foot setback, would rise to a rooftop height of 83 feet.

Two additional soft sites are anticipated for redevelopment as a result of the proposed action, as described below under Future With-Action Conditions.

Existing Conditions

The Project Area is located in the Homecrest section of Brooklyn Community District 15. It includes the southwest corner of Block 6633 and the northwest corner of Block 6658 and affects four tax lots: Lots 1, 45, 48, and 86. The Project Area is currently zoned R5, which permits residential use at 1.25 FAR and community facility use at 2.00 FAR. These parcels contain a total lot area of approximately 30,809 square feet with 255 feet of frontage along McDonald Avenue and approximately 238 feet of frontage along Quentin Road.

Lots 45 and 48 (Projected Development Site 1) are controlled by the applicant. Lot 45 is improved with a single-story structure at the back of the lot and a two-story structure at the corner of McDonald Avenue and Quentin Road, containing 4,900 sf of commercial floor area. The lot also contains approximately 6 surface parking spaces. Lot 48 is improved with a two-story residential building containing 2 dwelling units and 2,600 sf of floor area.

Lots 1 and 86 (Projected Development Sites 2 and 3, respectively) are privately-owned and not under the control of the applicant. Lot 1 is improved with a single-story building containing 13,100 sf of light industrial space (a showroom and storage for a window and door vendor). Lot 86 is improved with a single-story warehouse building containing 6,304 sf of floor area. There are two surface parking spaces on the lot.

Future No-Action Condition

In the future without the proposed actions, no changes in use or built form are anticipated within the project area.

Future With-Action Condition

In the future with the proposed actions, an eight-story (with cellar) mixed-use building (commercial-residential) would be constructed on Block 6633, Lots 45 and 48 (**Projected Development Site 1**) to contain 48,179 zsf (61,270 gsf) or 4.30 FAR. The building would contain 35 dwelling units in 42,381 zsf (52,240 gsf) of residential space on floors two through eight with the ground floor containing commercial retail space in 5,798 zsf (9,029 gsf, including below-grade commercial storage space). The cellar level would contain accessory parking, storage space for the ground floor commercial use and mechanical space.

The cellar would contain 15 accessory parking spaces for residents, made accessible by a new 12-foot wide curb cut on Quentin Road. The 15 spaces are voluntarily provided, since the Proposed Development waives out of accessory parking requirements for the residential use in the Transit Zone, pursuant to ZR §25-231/25-241, where a total of 7 spaces are required and parking is waived below 15 spaces for the proposed residential use. For the commercial retail use in the C2-4 zoning district, one space is required per 1,000 square feet of floor area and is waived where under 40 spaces are required. The project would have 5,798 square feet of retail space where 6 parking spaces would be required; however, since the total is less than 40, no accessory parking spaces are required for the proposed commercial use.

The building would have a street wall height of 53 feet along the side lot line and a street wall height of 63 feet along the rear lot line and, after a 15-foot setback, would rise to a maximum height of 83 feet. For analysis purposes, a height of 85 feet is assumed. The eastern and northern portion of the Proposed Development bordering the neighboring R5 district would not exceed 55 feet, pursuant to §23-693. There would be an 8’ side yard along the northern lot line, pursuant to §23-462. The building would cover an area of 6,900 square feet, or approximately 61.61% of the Development Site.

Lot 1 (Projected Development Site 2) would be redeveloped with a nine-story mixed-use building containing 47,800 sf of residential space (51 DUs) and 11,881 sf of commercial space (FAR 3.6).

Lot 86 (Projected Development Site 3) would be redeveloped with a nine-story mixed-use building containing 24,000 sf of residential space (26 DUs) and 5,017 sf of commercial space (FAR 3.79).

Assessment

The study area lacks a single cohesive built character and is characterized by a wide variety of land uses, building types, and other built features. The dominant element in the McDonald Avenue streetscape is the elevated subway tracks, while Quentin Road north of the project area is characterized by residential development and street trees. As shown in the attached streetscape renderings, the development resulting from the proposed actions would be taller than the surrounding buildings. Development resulting from the proposed actions would provide a buffer between the subway tracks and the surrounding low-rise residential buildings while providing opportunities for local retail space and much-needed affordable housing. The proposed R7A/C2-4 zoning district would also serve as a small buffer between the R5 district on the east side of McDonald Avenue and the C8-2 district that is mapped along McDonald Avenue's west side.

The proposed zoning map amendment to R7A/C2-4 is appropriate given the context of the project area. The proposed building, as well as any development occurring on the non-applicant controlled sites, would adhere to the underlying floor area, yard, height, and setback regulations of the proposed R7A/C2-4 zoning district. There are no visual resources, open spaces, or natural features in the project area that could be affected by the Proposed Actions. There will be no significant adverse effects relating to urban design or visual character.

McDonald Avenue facing south (Site at left)

No-Action Scenario

McDonald Avenue facing south (Site at left)

With-Action Scenario
Projected Development Site

McDonald Avenue facing north

No-Action Scenario

McDonald Avenue facing north

With-Action Scenario
Projected Development Site

Quentin Road facing west (Site at right)

No-Action Scenario

Quentin Road facing west (Site at right)

With-Action Scenario
Projected Development Site

Quentin Road facing east (Site at left)

No-Action Scenario

Quentin Road facing east (Site at left)

With-Action Scenario
Projected Development Site

12. HAZARDOUS MATERIALS

Introduction

EPDSCO, Inc. has performed a Phase I Environmental Site Assessment (ESA) of the subject property located at 1881-1887 McDonald Avenue, in the Borough of Brooklyn, New York City, New York. This Phase I ESA was prepared in accordance with the latest ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Designation E 1527-13).

The Standard Practice E 1527-13 defines good commercial and customary practice for conducting an environmental site assessment (ESA) of a parcel of commercial real estate with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), and petroleum products. As such, the Practice is intended to permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on CERCLA liability (referred to as landowner liability protections or LLPs); that is, the practice that constitutes all appropriate inquiries into the previous ownership and uses of the property consistent with good commercial and customary practice.

The goal of an ESA is to identify, to the extent feasible in accordance with ASTM E 1527-13, *recognized environmental conditions (RECs)* in connection with the property. The term *recognized environmental condition* means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not *recognized environmental conditions*. The term *de minimis* condition means a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. The presence or likely presence of hazardous substances or petroleum products at the site includes any form, such as solid or liquid at the surface or subsurface, and vapor in the subsurface.

The Practice also defines two additional *RECs*; *controlled recognized environmental conditions* and *historical recognized environmental conditions*. The term *controlled recognized environmental conditions* means a *recognized environmental condition* resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

The term *historical recognized environmental condition* means a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been address to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

Recognized environmental conditions are identified through a review of pertinent records for the project site and nearby properties, a site reconnaissance and interviews. The records review includes a review of *Standard Historical Sources* of information to determine the history of the property. Such sources include historical aerial photographs, fire insurance maps such as those published by the Sanborn Map Company, reverse telephone directories, building department records such as Certificates of Occupancy, building and demolition permits, etc., property tax records, recorded land title records, previous environmental reports and others. The records review also includes regulatory agency lists and databases of documented hazardous waste sites, spill incidents, registered storage tanks and others.

The non-invasive site reconnaissance is performed to identify potential sources of contamination at the project site and in the immediate vicinity of the site. Such potential sources of contamination include operations involving the storage or use of hazardous substances or petroleum products, the presence of petroleum storage tanks, drainage structures, chemical/oil staining, dead or dying vegetation and others.

Interviews are conducted, whenever possible, with site owners, operators, tenants, local government officials, and others with knowledge of the site and information regarding potential RECs at a property. Finally, several ASTM "Non-Scope" items including asbestos-containing materials, lead-based paints, and radon are also discussed. A detailed scope of work is included in Section D of this report.

Sanborn atlases and other pertinent figures are included in Attachment A. Photographs are located in Attachment B. Regulatory agency database information from Environmental Data Resources, Inc. (EDR) is included in Attachment C. The City Directory Abstract report from EDR is included in Attachment D, and User provided information is included in Attachment E, including the User Questionnaire.

Phase I ESA Executive Summary

The subject property at 1881-1887 McDonald Avenue, Brooklyn, N.Y. consists of two adjoining tax lots with a total combined area of approximately 11,200 square feet. Lot 48 (1881 McDonald Avenue) is approximately 4,480 square feet in area and contains a 2-story (plus basement), masonry and wood frame residential apartment building on the west side of the lot. The east side of the lot contains a 1-story (on slab), 2-car garage. Exterior portions of this lot consist of a paved driveway on the south side, and a small paved rear yard between the two buildings.

Lot 45 (1883-1887 McDonald Avenue), is approximately 6,720 square feet in area. There is a 2-story (plus basement), masonry and wood-frame commercial building on the southwest portion of the lot and a 1-story garage building located on the northeast portion.

At the time of the site visit, the first floor of the 2-story building was occupied by Der-Dau Custom Boots and Shoes (packaging and shipping), by a retail consumer electronics store (no store name), and by Top Hat Limousine, a limousine company with office and parking operations only. The second floor is occupied by Iqra Masjid & Reading Room.

The 1-story building is occupied by Der-Dau Custom Boots and Shoes for custom boot and shoe manufacturing. Exterior portions of the site consist of an asphalt-paved parking lot on the southeast part of the lot, and an asphalt and concrete-paved driveway on the northwest portion.

The operations of Der-Dau Custom Boots and Shoes consists of the cutting, shaping, forming and sewing of leather boots and shoes using several small, custom machines in the garage. All leather used in the operation is pre-dyed or colored and no leather dying or coloring operations are performed in the building. Small quantities of adhesives, leather cleaners and polish are used in the operation; however, no significant quantities of hazardous substances were noted in the building. In addition, no staining, large drums or chemical containers or other visible indications of the storage or use of significant quantities of hazardous substances were observed. There were not any other operations involving the storage or use of hazardous materials or petroleum products observed at the project site.

Research into the history of the property shows that the existing 2-story apartment building at 1881 McDonald Avenue was constructed sometime between 1906 and 1930 and has been used for residential purposes since its construction. Prior to the construction of this building, the lot was occupied by a 2-story residential dwelling. There were not any past businesses or operations that typically use hazardous substances identified at 1881 McDonald Avenue in the information reviewed for this report.

The existing 2-story commercial building at 1883-1887 McDonald Avenue was constructed sometime prior to 1906, and the 1-story garage building was constructed sometime between 1930 and 1950. The identified former uses in the 2-story building include retail stores, residential apartments, a woodworking company (Dell Woodcraft, from the 1960s to the 1990s), electrical contractors and limousine companies. Identified operations in the 1-story garage include an oil truck private garage for oil utility companies from the 1940s to the early 1990s (Meisner Bros. Utilities, Inc. fuel oil and Northeast Petroleum Corp.), and Der-Dau Custom Boots and Shoes from the early 1990s to the present time. Woodworking operations typically involve the use of adhesives, stains, varnishes and other materials. The garage building was formerly used for the storage and possible repair and maintenance of oil trucks. Any past spills, leaks or discharges of hazardous substances or petroleum products from former woodworking

operations, oil truck maintenance or repair operations, or from oil spills or leaks from oil trucks at the site would be a potential source of contamination to the subject property.

Typical lavatory drainage structures such as sinks and toilets were observed in the 2-story building at 1883-1887 McDonald Avenue. In addition, two storm drains were observed in the driveway on the northwest portion of 1883-1887 McDonald Avenue. The drainage destination of these structures is not known; however, it is likely that they discharge to the municipal sewer system. No staining or other visible indications of past spills, leaks or discharges of petroleum products or hazardous substances were observed around any of the drainage structures at the site.

No aboveground storage tanks (ASTs) were observed at the project site. Visible indications of the possible presence of two underground storage tanks were noted in the driveway on the northwest portion of 1883-1887 McDonald Avenue. A six-inch diameter circular steel structure, similar to a gasoline tank fillport, was observed in the driveway. This structure was filled with concrete. In addition, a two-inch diameter steel pipe, similar to a fuel oil tank fillport, was observed protruding from the driveway. This structure was also filled with concrete. No petroleum storage tank vent lines were observed in the area of the driveway. There is an oil-fired boiler located in the north basement area of the 2-story building, adjacent to the driveway. The oil supply pipe for this boiler enters the basement through the floor adjacent to the boiler, and possibly originates from an underground fuel oil tank below the driveway. In addition, a buried gasoline tank is shown in the driveway on the northwest portion of this lot on the 1950 through 1990 maps. No documentation regarding the closure or removal of underground tanks from the project site was found in the information reviewed for this report. Therefore, it is possible that there are two underground petroleum storage tanks located below the driveway of 1883-1887 McDonald Avenue. Any past spills or leaks from underground petroleum storage tanks at the project site would be a potential source of contamination to the subject property.

The portion of the project site at 1881 McDonald Avenue was not accessible for inspection at the time of the site visit, and therefore it is not known how the 2-story apartment building on this lot is heated (e.g., oil, gas, electric, etc.). However, the building contains a chimney which indicates that it at one time had a central boiler. An Oil Burner application was filed for this lot in 1966, which indicates an oil-fired heating system in the building. Therefore, it is possible that there is a fuel oil tank at 1881 McDonald Avenue.

Given the age of the subject buildings (constructed prior to the 1970s), it is possible that they contain asbestos-containing building materials and lead-based paints. Potential asbestos-containing material observed in the buildings include floor tiles, ceiling tiles, surfacing materials and roofing materials. Painted surfaces in the buildings were observed to be in generally good condition, with no large areas of chipped or peeling paint noted.

The subject site does not appear in the Federal or State environmental databases reviewed including the USEPA's Superfund, CERCLIS or ERNS databases, the RCRA Hazardous Waste Generators list or hazardous waste Treatment/Storage/Disposal Facilities list, or the NYSDEC's Spill Logs database, Solid Waste Facilities database, Petroleum Bulk Storage database or the Registry of Inactive Hazardous Waste Disposal Sites.

A review of Sanborn maps shows that land uses in the immediate area of the site were predominantly residential until the 1950s. From the 1960s to the present time, land uses have included a mix of residential, commercial/retail, auto-related and light manufacturing uses. The 1969 through 1992 Sanborn maps show a gasoline filling station at 1890-1900 McDonald Avenue, located approximately 150 feet southwest of the project site. There are two NYSDEC-reported spill incidents at this location; however, both have been closed by the NYSDEC. A metal plating operation is shown at 1889-1895 McDonald Avenue on the 1969 through 1993 maps, which is located approximately 80 feet south of the project site. A business shown as "Mfg. Chemist" is shown at 1840-1848 McDonald Avenue, located approximately 200 feet northwest of the project site. There are not any NYSDEC-reported spill incidents at these nearby locations. There were not any potential off-site sources of contamination which are considered likely to have impacted the project site identified in the immediate vicinity of the project site.

Findings

This assessment has revealed no evidence of *Controlled Recognized Environmental Conditions* or *Historical Recognized Environmental Conditions* in connection with the property. This assessment as revealed no evidence of *Recognized Environmental Conditions* in connection with the property, with the following exceptions:

- The potential for site impacts from past woodworking, fuel truck parking and/or truck maintenance or repair operations.
- The possible presence of two or more underground petroleum storage tanks at the site that have not been properly closed or removed in accordance with NYSDEC or New York City Fire Department requirements.
- The potential for site impacts from past spills or leaks from underground storage tanks at the site.
- The possible presence of asbestos-containing building materials and lead-based paints in the subject building.
- The possibility of a vapor encroachment condition to existing or future buildings at the site from past woodworking operations, from past fuel oil truck storage, maintenance or repair operations or from past spills or leaks from underground storage tanks at the site cannot be ruled out.

Conclusion

Based on the above conditions and findings, to avoid any potential impacts associated with hazardous materials, the Proposed Actions would include the mapping of (E) designations for hazardous materials on the projected development sites:

> **Block 6633, Lots 45 and 45**
> **Block 6658, Lots 1 and 86**

The text of the (E) designation (E-474) is as follows:

> **Due to the possible presence of hazardous materials on the aforementioned designated sites, there is potential for contamination of the soil and groundwater. To determine if contamination exists and perform the appropriate remediation, the following tasks must be undertaken by the fee owners of the lot restricted by this (E) designation prior to any demolition or disturbance of soil on the lot.**

Task 1

The fee owners of the lot restricted by this (E) designation will be required to prepare a scope of work for any soil, gas, or groundwater sampling and testing needed to determine if contamination exists, the extent of the contamination, and to what extent remediation may be required. The scope of work will include all relevant supporting documentation, including site plans and sampling locations. This scope of work will be submitted to the OER for review and approval prior to implementation. It will be reviewed to ensure that an adequate number of samples will be collected and that appropriate parameters are selected for laboratory analysis.

No sampling program may begin until written approval of a work plan and sampling protocol is received from the OER. The number and location of sample sites should be selected to adequately characterize the type and extent of the contamination, and the condition of the remainder of the site. The characterization should be complete enough to determine what remediation strategy (if any) is necessary after review of the sampling data. Guidelines and criteria for choosing sampling sites and performing sampling will be provided by OER upon request.

Task 2

A written report with findings and a summary of the data must be presented to OER after completion of the testing phase and laboratory analysis for review and approval. After receiving such test results, a determination will be provided by OER if the results indicate that remediation is necessary.

If OER determines that no remediation is necessary, written notice shall be given by OER.

If remediation is necessary according to test results, a proposed remediation plan must be submitted to OER for review and approval. The fee owners of the lot restricted by this

(E) designation must perform such remediation as determined necessary by OER. After completing the remediation, the fee owners of the lot restricted by this (E) designation should provide proof that the work has been satisfactorily completed.

An OER-approved construction-related health and safety plan would be implemented during excavation and construction activities to protect workers and the community from potentially significant adverse impacts associated with contaminated soil and/or groundwater. This Plan would be submitted to OER for review and approval prior to implementation.

With the implementation of the above (E) designation, no significant adverse impacts related to hazardous materials would result from the Proposed Actions.

16. TRANSPORTATION

Introduction

In order to determine the potential for the proposed mixed-use development to result in significant adverse transportation impacts, trip generation screening analyses were performed pursuant to the methodologies identified in the *2014 CEQR Technical Manual.* Based on the proposed mixed-use development trip generation screening (Level One) analyses results, it was determined that the proposed rezoning would not result in significant adverse impacts as is summarized below.

The proposed actions will seek to rezone the area of Block 6633, Lots 45 and 48, and Block 6658, Lots 1 and 86 in the Homecrest neighborhood of Brooklyn NY, both located at northeast and southeast quadrants of the signalized intersection of McDonald Avenue and Quentin Road, to facilitate the development of two new mixed-use buildings. In total, the proposed mixed-use development will consist of 110 net increase in residential dwelling units, 21,448 gsf net increase in local retail gross square feet (gsf), 7 net increase in off-street parking spaces and 19,134 gsf net decrease in light industrial gross square feet (gsf).

Based on standard and approved trip generation rates and modal split and temporal distribution as is detailed below and summarized in **Table 1** the proposed rezoning would generate 12, 34, 26 and 33 vehicle trip ends, during the AM, Midday, PM and Saturday Midday peak hours, respectively as summarized **Table 3**.

Based on trip generation analysis (Level One), as detailed below, and in accordance with the *CEQR Technical Manual* criteria, the project generated vehicular trips would not result in any conditions that would typically trigger the need for a detailed assessment of traffic and parking impacts.

Proposed Conditions

The Proposed rezoning will facilitate two new buildings, consisting of 110 net increase in residential dwelling units, 21,448 sf net increase in local retail gross square feet (gsf), 7 net increase in off-street parking spaces and 19,134 net decrease in light industrial gross square feet (gsf).

Trip generation Rates

Residential Development

2014 CEQR Technical Manual Table 16-2 was utilized for trip generation rates, including truck trips, daily temporal distribution and *2011-2015 American Community Survey (ACS) Journey-to Work (JTW) data for Census Tract #'s 412, 422, 424 and 438* in Brooklyn, NY for

modal split information and vehicle occupancy rates, as is summarized in **Exhibit A, B** and **Table 1.**

The estimated modal split data for residential development found that approximately 27% would travel by car, zero (0%) percent would travel by taxi, 4% would travel by bus, 56% would travel by subway, 9 % would travel by foot, and 4 % would travel by other mode of travel, such as bicycle, as shown in **Exhibits A and B**.

Local Commercial Retail Space

2014 CEQR Technical Manual (table 16-2) were utilized for trip generation rates, including truck trips, daily temporal distribution and modal split information and vehicle occupancy rates were estimated, utilizing recently approved the *East New York FEIS, Feb.2016 (Table 13-8)* rates as is summarized in **Table 1.**

The estimated modal split results for local commercial retail use found that approximately 5% would travel by car, 1% would travel by taxi, 3% would travel by bus, 6% would travel by subway and 85% would travel by foot. The above information is summarized in **Table 1**.

Light Industrial Space

Trip generation rates, including truck trips, daily temporal distribution were estimated, utilizing recently approved the *East New York FEIS, Feb.2016 (Table 13-8)* and *2006-2010 American Community Survey (ACS) Reverse-Journey-to Work (RJTW) data for Census Tract #'s 412, 422, 424 and 438* in Brooklyn, NY for modal split information and vehicle occupancy rates, as is summarized in **Exhibit C and D** and **Table 1.**

The estimated modal split results for light industrial use found that approximately 33% would travel by car, 0% would travel by taxi, 21% would travel by bus, 27% would travel by subway and 19% would travel by foot and other mode of travel such as bicycle. Midday peak hour modal split information was estimated, utilizing the *East New York FEIS, Feb.2016 (Table 13-8).* The above information is summarized in **Table 1**.

Person and Vehicle Trips

Person Trips

The proposed rezoning would generate a total of 155, 662, 400 and 480 person trip ends during the AM, Midday, PM and Saturday Midday peak hour time periods, respectively, as summarized in **Table 2**.

Vehicle Trips

The proposed rezoning would generate a total of 12, 34, 26 and 33 vehicle trip ends during the AM, Midday, PM and Saturday Midday peak hour time periods, respectively, as summarized in **Table 3.**

Based on trip generation analysis (Level One), and in accordance with the *CEQR Technical Manual* criteria, the project generated vehicular trips would not result in any conditions that would typically trigger the need for a detailed assessment of traffic and parking impacts.

Transit and Pedestrians

Bus Trips

The proposed rezoning would generate a total of -1, 19, 6 and 14 bus trip ends during the AM, Midday, PM and Saturday Midday peak hour time periods, respectively, as summarized in **Table 2**. There is one bus line (B82) along Kings Highway in the study area, and therefore no bus line would experience the *CEQR* 50-bus trip ends threshold per bus line per direction and the generated transit passenger threshold of 200 trips would not be reached.

The proposed rezoning would generate less than 200 bus trip ends and 50 bus trip ends per bus per direction during each peak hour time period, and in accordance with the *CEQR Technical Manual* criteria, would not result in any conditions that would typically trigger the need for a detailed assessment of bus impacts.

Subway Trips

The proposed rezoning would generate a grand total of 46, 62, 65 and 70 subway trip ends during the AM, Midday, PM and Saturday Midday peak hour time periods, respectively, as summarized in **Table 2**. There are two (2) subway stations in the study area for F train, Avenue P in the northern part of the study area and Kings Highway in the southern part, therefore no subway station would experience the *CEQR* 200-subway trip ends threshold.

The proposed rezoning would generate less than 200 subway trip ends during each peak hour time period, and in accordance with the *CEQR Technical Manual* criteria, would not result in any conditions that would typically trigger the need for a detailed assessment of subway impacts.

Pedestrian Trips

The proposed rezoning would generate a total of 137, 612, 366 and 434 pedestrian (bus, subway, walk and other) trip ends during the AM, Midday, PM and Saturday Midday peak hour time periods, respectively, as summarized in **Table 2**.

The proposed rezoning would generate more than 200 net pedestrian trip ends during all peak hours, except the AM peak hour. The proposed rezoning will consist of two separate buildings along McDonald Avenue and Quentin Road, seperated by McDonald Avenue and Quentin Road intersection with several pedestrian ingress and egress points along McDonald Avenue as well as Quentin Road, no pedestrian element in the area would likely experience more than 200 net pedestrian trips during any peak hour time periods, and in accordance with the *CEQR Technical Manual* criteria, would not result in any

conditions that would typically trigger the need for a detailed assessment of pedestrians impacts.

Conclusion

The results of the transportation analysis indicate that the proposed rezoning would generate fewer than 50 net vehicle trip ends at any intersection during the Weekday AM, Midday, PM, and Saturday peak hour periods. No significant adverse impacts related to traffic and parking conditions are anticipated to occur. Similarly, the project would not result in 200 or more transit trips or 200 or more pedestrian trips at any pedestrian elements in the study area during any peak hour. Therefore, no significant adverse impacts related to transit and pedestrians would be expected.

No significant adverse impacts related to transportation would occur as a result of the proposed rezoning, and no further assessment is warranted.

Exhibit A

Modal Split Information

2011-2015 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 412, 422, 424 and 438 in Brooklyn, NY

1881 McDonald Avenue, Brooklyn New York

2011-2015 ACS 5-Year, Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bicycle	Walked	Other Means	Worked @ Home	Total
412	**1302**	**269**	**72**	**20**	**0**	**686**	**33**	**0**	**0**	**0**	**39**	**82**	**0**	**101**	1,302
422	**1562**	**345**	**103**	**23**	**0**	**773**	**42**	**0**	**0**	**0**	**0**	**243**	**0**	**33**	1,562
424	**1698**	**306**	**66**	**97**	**7**	**1068**	**27**	**0**	**0**	**0**	**18**	**78**	**0**	**31**	1,698
438	**1086**	**264**	**90**	**60**	**0**	**517**	**17**	**0**	**17**	**0**	**15**	**92**	**0**	**14**	1,086
Total	5,648	1,184	331	200	7	3,044	119	0	17	0	72	495	0	179	5,648
		0.210	***0.059***	***0.035***	***0.00***	***0.539***	***0.021***	***0.00***	***0.00***	***0.00***	***0.01***	***0.088***	***0.00***	***0.032***	***1.00***

Exhibit B

Vehicle Occupancy Information

2011-2015 ACS 5-YEAR Journey-to-Work (JTW) for Census Tract numbers 412, 422, 424 and 438 in Brooklyn, NY

2011-2015 ACS-5 Year (JTW), Vehicle Occupancy Rate:

Census Tract	Total	Drove alone	Total carpool	2person	3 Person	4 Person	5 or 6 Person	7 or more Person	Total
412	341	269	72	46	26	0	0	0	72
422	448	345	103	22	48	33	0	0	103
424	372	306	66	59	0	7	0	0	66
438	354	264	90	80	0	10	0	0	90
	1,515	1,184		104	25	13	0	0	1,325
Vehicle Occupancy =			**1.14**						

Modal Split summary

Auto	**0.27**
Taxi	**0.00**
Bus	**0.04**
Subway	**0.56**
Walk	**0.09**
Other	**0.04**
Total	**1.00**

Exhibit C

Modal Split Information

2006-2010 ACS 5-YEAR Reverse Journey-to-Work (R JTW) for Census Tract numbers 412, 422, 424 and 438 in Brooklyn, NY

1881 McDonald Avenue, Brooklyn New York

2006-2010 ACS 5-Year, Reverse Journey-to-Work:

Census Tract	Total Workers	Car or Van Drive-Alone	Carpool	Bus	Street Car	Subway	R.R.	Ferry	Taxi	Motor cycle	Bicycle	Walked	Other Means	Worked @ Home	Total
412	**705**	**190**	**55**	**155**	**15**	**160**	**0**	**0**	**0**	**0**	**0**	**105**	**10**	**15**	705
422	**1000**	**275**	**45**	**160**	**10**	**270**	**10**	**0**	**0**	**0**	**50**	**70**	**0**	**110**	1,000
424	**870**	**190**	**55**	**220**	**10**	**265**	**0**	**0**	**0**	**0**	**0**	**80**	**0**	**50**	870
438	**295**	**80**	**50**	**35**	**0**	**70**	**0**	**0**	**0**	**0**	**0**	**50**	**0**	**10**	295
Total	2,870	735	205	570	35	765	10	0	0	0	50	305	10	185	2,870
		0.256	***0.071***	***0.199***	***0.01***	***0.267***	***0.003***	***0.00***	***0.00***	***0.00***	***0.02***	***0.106***	***0.00***	***0.064***	***1.00***

Exhibit D

Vehicle Occupancy Information

2006-2010 ACS 5-YEAR Reverse Journey-to-Work (RJTW) for Census Tract numbers 412, 422, 424 and 438 in Brooklyn, NY

2006-2010 ACS-5 Year (RJTW), Vehicle Occupancy Rate:

Census Tract	Total	Drove alone	Total	carpool 2person	3 Person	4 Person	5 or 6 Person	7 or more Person	Total
412	245	190	55	55	0	0	0	0	55
422	320	275	45	15	30	0	0	0	45
424	245	190	55	55	0	0	0	0	55
438	130	80	50	50	0	0	0	0	50
	940	735		88	10	0	0	0	833
Vehicle Occupancy =			**1.13**						

Modal Split summary

Auto	**0.33**
Taxi	**0.00**
Bus	**0.21**
Subway	**0.27**
Walk	**0.11**
Other	**0.09**
Total	**1.00**

Table 1 : Transportation Planning Factors
1881 McDonald Avenue, Brooklyn NY

Land Use:	**Residential**	**Local Retail**	**Light Industrial**	
	d.u.	**Space-sq.ft.**	**Space-sq.ft.**	
Size/Units:	111	22,171	-19,134	
	(1)	**(1)**	**(3)**	
Trip Generation:				
Weekday	8.075	205	14.7	
Saturday	9.6	240	2.2	
	per 1,000 sq-ft	per 1,000 sq.ft.	per 1,000 sq.ft.	
Linked-Trip:	0%	25%	0%	
Temporal Distribution:	**(1)**	**(1)**	**(3)**	
AM Peak Hour	10%	3%	13.2%	
MD Peak Hour	5%	19%	11.0%	
PM Peak Hour	11%	10%	14.2%	
Saturday Midday Peak Hour	8%	10%	10.7%	
	(2)	**(3)**	**(2A)**	**(3)**
Modal Split :	all periods	all periods	AM/PM/Sat,	MD
Auto	27%	5%	33%	2%
Taxi	0%	1%	0%	3%
Subway	56%	6%	27%	6%
Bus	4%	3%	21%	6%
Walk	9%	85%	10.5%	83%
Other	4%	0%	8.5%	0%
Total	100%	100%	100%	100%
	(3)	(3)	(3)	
In/Out Splits:	In/Out	In/Out	In/Out	
AM Peak Hour	15/85	50/50	88/12	
MD Peak Hour	50/50	50/50	50/50	
PM Peak Hour	70/30	50/50	12/88	
Saturday Midday Peak Hour	50/50	55/45	47/53	
Vehicle Occupancy:	**(2)**	**(3)**	**(2A & 3)**	
Auto	1.14	2	1.2	
Taxi	1.40	2	1.2	
Truck Trip Generation:	**(1)**	**(1)**	**(3)**	
Weekday	0.06	0.35	0.67	
Saturday	0.02	0.04	0.67	
	per 1,000 sqft	per 1,000 s.f.	per 1,000 s.f.	
	(1)	**(1)**	**(3)**	
AM Peak Hour	12%	8%	14%	
MD Peak Hour	9%	11%	9%	
PM Peak Hour	2%	2%	1%	
Saturday Midday Peak Hour	9%	11%	0%	
AM/MD/PM/Saturday Midday	50/50	50/50	50/50	

Sources:

(1)-2014 CEQR Technical Manual, Table 16-2.

(2)-2010-2015 (ACS)-Journey-to-Work (JTW)Census Tract #'s 412,422. 424 and 438 in Brooklyn N.Y.

(2A)-2006-2010 (ACS)-Reverse-Journey-to-Work (RJTW)Census Tract #'s 412,422. 424 and 438 in Brooklyn N.Y.

(3)_East New York FEIS

Table 2 : Estimated Person Trips
1881 McDonald Avenue, Brooklyn NY

Land Use:	Residential d.u.	Local Retail Space sq.ft.	Light Industrial Space sq.ft.	Total Net Demand	Pedestrian Trips
Size/Units:	111	22,171	-19,134		
Peak hour Trips					
AM Peak Hour	90	102	-37	155	
Midday Peak Hour	45	648	-31	662	
PM Peak Hour	99	341	-40	400	
Saturday Midday Peak Hour	85	399	-5	480	
Person Trips:					
AM Peak Hour					
Auto	24	5	-12	17	
Taxi	0	1	0	1	
Subway	50	6	-10	46	46
Bus	4	3	-8	-1	-1
Walk	8	87	-4	91	91
Other	4	0	-3	0	0
Total	90	102	-37	155	137
Midday Peak Hour					
Auto	12	32	-1	44	
Taxi	0	6	-1	6	
Subway	25	39	-2	62	62
Bus	2	19	-2	19	19
Walk	4	551	-26	529	529
Other	2	0	0	2	2
Total	45	648	-31	662	612
PM Peak Hour					
Auto	27	17	-13	31	
Taxi	0	3	0	3	
Subway	55	20	-11	65	65
Bus	4	10	-8	6	6
Walk	9	290	-4	294	294
Other	4	0	-3	1	1
Total	99	341	-40	400	366
Saturday Midday Peak Hour					
Auto	23	20	-1	42	
Taxi	0	4	0	4	
Subway	48	24	-1	70	70
Bus	3	12	-1	14	14
Walk	8	339	0	346	346
Other	3	0	0	3	3
Total	85	399	-4	480	434

Table 3 : Estimated Vehicular Trips
1881 McDonald Avenue, Brooklyn NY

Vehicular Trips	Residential	Local Retail	Light Industrial	Total
AM Peak Hour				
Auto (Total)	21	3	-10	14
Taxi	0	1	0	1
Taxi (Balanced)	0	0	0	0
Truck	1	1	-2	0
Truck(Balanced)	2	0	-4	-2
Total	***23***	***3***	***-14***	***12***
Midday Peak Hour				
Auto (Total)	11	16	-1	26
Taxi	0	3	-1	2
Taxi (Balanced)	0	6	-2	4
Truck	1	1	0	2
Truck(Balanced)	2	2	0	4
Total	***13***	***24***	***-3***	***34***
PM Peak Hour				
Auto (Total)	24	9	-11	22
Taxi	0	2	0	2
Taxi (Balanced)	0	4	0	4
Truck	0	0	0	0
Truck(Balanced)	0	0	0	0
Total	***24***	***13***	***-11***	***26***
Saturday Midday Peak Hour				
Auto (Total)	20	10	-1	29
Taxi	0	2	0	2
Taxi (Balanced)	0	4	0	4
Truck	0	0	0	0
Truck(Balanced)	0	0	0	0
Total	***20***	***14***	***-1***	***33***

Figure X-1: Travel Demand Factors (Level One & Two)

		Residential		Local Retail	
Program Size	Size	111		22,171	
	Unit	*dwelling units*		*gsf*	
Daily Person Trip Rate	Weekday	8.075		205	
	Saturday	9.6		240	
	Unit	*per dwelling unit* [1]		*per 1,000 gsf* [1]	
Daily Truck Trip Rate	Weekday	0.06		0.35	
	Saturday	0.02		0.04	
	Unit	*per dwelling unit* [1]		*per 1,000 gsf* [1]	
Modal Split		Weekday[2]	Saturday[2]	Weekday[3]	Saturday[3]
	Auto	26.4%	26.4%	2.0%	2.0%
	Taxi	0.0%	0.0%	3.0%	3.0%
	Bus	3.3%	3.3%	10.0%	10.0%
	Subway	59.8%	59.8%	10.0%	10.0%
	Walk	10.5%	10.5%	75.0%	75.0%
		100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy		(2)		(3)	
	Auto	1.34		1.65	
	Taxi	1.34		1.40	
Linked Trips		0%	0%	15%	15%
Temporal Distribution		(1)		(1)	
	Weekday AM	10.0%		3.0%	
	Weekday MID	5.0%		19.0%	
	Weekday PM	11.0%		10.0%	
	Saturday MID	8.0%		10.0%	
Truck Temporal Distribution		(1)		(1)	
	Weekday AM	12.0%		8.0%	
	Weekday MID	9.0%		11.0%	
	Weekday PM	2.0%		2.0%	
	Saturday MID	9.0%		11.0%	
Directional Distribution		*IN* [3]	*OUT* [3]	*IN* [3]	*OUT* [3]
	Weekday AM	15%	85%	50%	50%
	Weekday MID	50%	50%	50%	50%
	Weekday PM	70%	30%	50%	50%
	Saturday MID	50%	50%	55%	45%
Truck Directional Distribution		*IN* [3]	*OUT* [3]	*IN* [3]	*OUT* [3]
	Weekday AM	50%	50%	50%	50%
	Weekday MID	50%	50%	50%	50%
	Weekday PM	50%	50%	50%	50%
	Saturday MID	50%	50%	50%	50%

[1] 2014 CEQR Technical Manual Table 16-2.

[2] 2011-2015 American Community Survey 5-year Estimates. Table B08006: Sex of Workers by Means of Transportation to Work. Census Tracts 412, 422, & 424 (Brooklyn).

[3] Hunters Point South Rezoning and Related Actions (2008). Table 16-9. Weekday Travel Demand Characteristics: Build Condition.

Figure X-2: Project Increment Trip Generation Estimates (Level One and Two)

		Residential		Local Retail		Total		
Person Trips								
Daily Trips	Weekday	896		4,545		**5,441**		
	Saturday	1,066		5,321		**6,387**		
Peak Hour Trips	Weekday AM	90		136		**226**		
	Weekday MID	45		864		**909**		
	Weekday PM	99		455		**554**		
	Saturday MID	85		532		**617**		
		IN	*OUT*	*IN*	*OUT*	***IN***	***OUT***	***TOTAL***
Weekday AM	Auto	4	20	1	1	**5**	**21**	**26**
	Taxi	0	0	2	2	**2**	**2**	**4**
	Bus	0	3	6	6	**6**	**9**	**15**
	Subway	8	45	6	6	**14**	**51**	**65**
	Pedestrian	2	8	43	43	**45**	**51**	**96**
	Total	14	76	58	58	**72**	**134**	**206**
Weekday MID	Auto	6	6	7	7	**13**	**13**	**26**
	Taxi	0	0	11	11	**11**	**11**	**22**
	Bus	1	1	37	37	**38**	**38**	**76**
	Subway	14	13	37	37	**51**	**50**	**101**
	Pedestrian	2	2	275	275	**277**	**277**	**554**
	Total	23	22	367	367	**390**	**389**	**779**
Weekday PM	Auto	18	8	4	4	**22**	**12**	**34**
	Taxi	0	0	6	6	**6**	**6**	**12**
	Bus	2	1	19	19	**21**	**20**	**41**
	Subway	41	18	19	19	**60**	**37**	**97**
	Pedestrian	8	3	145	146	**153**	**149**	**302**
	Total	69	30	193	194	**262**	**224**	**486**
Saturday MID	Auto	11	11	5	4	**16**	**15**	**31**
	Taxi	0	0	7	6	**7**	**6**	**13**
	Bus	1	1	25	20	**26**	**21**	**47**
	Subway	26	25	25	20	**51**	**45**	**96**
	Pedestrian	5	5	187	153	**192**	**158**	**350**
	Total	43	42	249	203	**292**	**245**	**537**
Vehicle Trips								
		IN	*OUT*	*IN*	*OUT*	***IN***	***OUT***	***TOTAL***
Weekday AM	Auto	3	15	1	1	**4**	**16**	**20**
	Taxi	0	0	2	2	**2**	**2**	**4**
	Taxi Balanced[1]	0	2	4	4	**4**	**6**	**10**
	Truck	0	0	0	0	**0**	**0**	**0**
	Total	3	17	5	5	**8**	**22**	**30**
Weekday MID	Auto	5	5	5	5	**10**	**10**	**20**
	Taxi	0	0	8	8	**8**	**8**	**16**
	Taxi Balanced[1]	0	0	16	16	**16**	**16**	**32**
	Truck	0	0	0	0	**0**	**0**	**0**
	Total	5	5	21	21	**26**	**26**	**52**
Weekday PM	Auto	14	6	3	3	**17**	**9**	**26**
	Taxi	0	0	5	5	**5**	**5**	**10**
	Taxi Balanced[1]	0	0	10	10	**10**	**10**	**20**
	Truck	0	0	0	0	**0**	**0**	**0**
	Total	14	6	13	13	**27**	**19**	**46**
Saturday MID	Auto	9	9	4	3	**13**	**12**	**25**
	Taxi	0	0	5	5	**5**	**5**	**10**
	Taxi Balanced[1]	0	0	10	10	**10**	**10**	**20**
	Truck	0	0	0	0	**0**	**0**	**0**
	Total	9	9	14	13	**23**	**22**	**45**
Pedestrian Trips [2]								
		IN	*OUT*	*IN*	*OUT*	***IN***	***OUT***	***TOTAL***
Weekday AM	Total Pedestrians	10	56	55	55	**65**	**111**	**176**
Weekday MID	Total Pedestrians	17	16	349	349	**366**	**365**	**731**
Weekday PM	Total Pedestrians	51	22	183	184	**234**	**206**	**440**
Saturday MID	Total Pedestrians	32	31	237	193	**269**	**224**	**493**

[1]Taxi overlap not permitted by the 2014 CEQR Technical Manual for locations outside of Manhattan.

[2]Total pedestrian trips include all trips via transit (bus and subway) plus unique pedestrian trips.

17. AIR QUALITY

I. INTRODUCTION

Ambient air quality describes pollutant levels in the surrounding environment to which the public has access. To assess potential health hazards due to ambient air quality, the impact of air pollutants emitted by motor vehicles (mobile source) and by fixed facilities (stationary source) are analyzed, where the effects of both the proposed project on ambient air quality and the ambient air quality effect on the proposed project are considered. The analysis frame work, as mandated by the State Environmental Review Act, follows the *New York City Environmental Quality Review 2014 Technical Manual (CEQR TM)*. The potential air quality impacts of the following emissions are estimated following the procedures and methodologies prescribed in the *CEQR TM*:

- The potential for changes in vehicular travel associated with proposed development activities to result in significant mobile source (vehicular related) air quality impacts.
- The potential for an atypical (*e.g.*, not at-grade) source of vehicular pollutants to significantly impact the proposed development.
- The potential for emissions from the heating, ventilation and air conditioning (HVAC) systems of the proposed development to significantly impact nearby existing land uses.
- The potential for air toxic emissions released from existing industrial facilities to significantly impact the proposed development.
- The potential for significant air quality impacts from the emissions of existing HVAC systems with a 20 or more million Btu per hour (MMBtu/hr) design capacity to significantly impact the proposed development.
- The potential for significant air quality impacts from the emissions of facilities that require Prevention of Significant Deterioration permits (Title V), and facilities which require a state facility permit to significantly impact the proposed development.
- The potential for facilities' malodorous emissions to unreasonably interfere with the proposed project's occupant's comfortable enjoyment of life or their property.

The Project Area

The Project Area is located in the Homecrest section of Brooklyn, Community District #15. Four lots are effected by the proposed actions: The Projected Development Site 1 (Block 6633, Lots: 45 and 48), the Projected Development Site 2 (Block 6658, Lot 1), and

the Projected Development Site 3 (Block 6658, Lot 86). Under the proposed action, the 4 lots would be redeveloped with mixed-use, primarily residential, buildings.

Projected Development Site 1 (Block 6633, Lots: 45 and 48)

Projected Development Site 1, the Applicant owned property, located at 1881-1885 McDonald Avenue would facilitate a mixed-use, predominantly residential, eight-story (with cellar) building. The building would have a street wall height of 63 feet, and would rise to a height of 83 feet after a 15-foot setback. The building would contain 61,270 gross square feet (gsf) of floor area, of which 52,241 gsf are residential floor area, accommodating 35 dwelling units, and 9,030 gsf are commercial floor area. The building would also contain 15 parking spaces. The building's HVAC system would operate on natural gas.

Projected Development Site 2 (Block 6658, Lot 1)

Projected Development Site 2 located at 1905 McDonald Avenue would facilitate a mixed-use, predominantly residential, nine-story building. The Reasonable Worst Case Development Scenario (RWCDS) would facilitate 72,065 gsf of floor area and a height of 85 feet. The building would accommodate 51 dwelling units, commercial floor area on the ground floor, and 18 accessory parking spaces. The building's HVAC system would operate on natural gas.

Projected Development Site 3 (Block 6658, Lot 86)

Projected Development Site 3 located at 1911 McDonald Avenue would facilitate a mixed-use, predominantly residential, nine-story building. The RWCDS would facilitate a 34,534 gsf of floor area and a height of 85 feet. The building would accommodate 26 dwelling units and commercial floor area on the ground floor. The buildings' HVAC system would operate on natural gas.

Principal Conclusion

A screening analyses for carbon monoxide and particulate matter associated with on-street traffic showed that a detailed analysis is not warranted. The project-generated traffic would be below the CEQR threshold. Therefore, no significant air quality impacts are expected as a result of the proposed action.

The Projected Development Sites impacts associated with the boiler stack emissions (HVAC) on existing land uses screened out. Some of the project-on-project screened out and some required detailed analysis. A detailed analysis using AERMOD modeling was conducted. The HVAC analysis concluded that fuel would need to be restricted to the exclusive use of natural gas in the HVAC systems of the Projected Development Sites. In addition, the minimum stack heights of Projected Development Site 2 and Projected Development Site 3 would need to be specified. (E)-Designations to this effect were written.

No major sources or odor producing facilities were detected within 1,000 feet of the Project Area. Online searches of The New York City Department of Environmental Protection (DEP) Clean Air Tracking System (CATS) found no active manufacturing or commercial operational permits. Therefore, no significant air quality impacts are predicted from major and industrial sources emissions to the proposed project.

II. AIR POLLUTANTS AND APPLICABLE STANDARDS/GUIDELINES

National Air Quality Standards

The U.S. Environmental Protection Agency (EPA) has identified six pollutants, known as criteria pollutants which are being of concern nationwide, and established threshold concentration based upon adverse effect on human health. The six pollutants and their characteristics are:

- Carbon Monoxide (CO) is mainly produced by motor vehicles from the incomplete combustion of gasoline. The impact of CO on the ambient air is analyzed next to roadways, intersections, parking lots, and parking garages vents as these locations are the most affected.
- Nitrogen Dioxide (NO_2) is a main concern related to the burning of natural gas. Emitted NOx from the burning of fossil fuel gradually convert to NO_2 in a chemical reaction that is effected by ozone concentration and the presence of sunlight. In a micro scale analysis, buildings HVAC systems are analyzed for NO_2 impact.
- Ozone (O_3) is formed by chemical reaction between hydrocarbons and nitrogen oxides and its impact is analyzed on a regional scale by monitoring stations.
- Lead (Pb) in the ambient air is monitored on a regional level. In a project scale analysis, impact due to Lead concentration levels are analyzed if a new source, such as lead smelters, is introduced into the environment or if a project is located next to a lead emitter.
- Particulate Matter emissions are associated with both stationary sources and mobile sources. Two sizes of particulate matters are analyzed: Inhalable Particles (PM_{10}) and Fine Particulate Matter ($PM_{2.5}$), where the subscript number refers to the diameter of the particulate matter in micrometers.
- Sulfur Dioxide (SO_2) emission is principally associated with stationary sources that burn oil or coal.

As required by the Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for the criteria pollutants by EPA, and New York State has adopted the NAAQS as the State ambient air quality standards. The relevant standards together with their health-related averaging periods are presented in Table 17-1.

Table 17-1. National and New York States Ambient Air Quality

Pollutant	Averaging Period	National and State Standards
NO_2	Maximum 1-Hour Concentration	0.10 ppm (188 µg/m^3)
	Annual Arithmetic Average	0.053 ppm (100 µg/m^3)
$PM_{2.5}$	24-Hour Concentration	35 µg/m^3
	Average of 3 Consecutive Annual Means	12 µg/m^3
	Maximum 1-Hour	35 ppm

NO_2 NAAQS

Nitrogen oxide (NO_x) emissions from gas combustion consist predominantly of nitric oxide (NO) at the source. The NO_x in these emissions are then gradually converted to NO_2, which is the pollutant of concern, in the atmosphere (in the presence of ozone and sunlight as these emissions travel downwind of a source).

The 1-hour NO_2 NAAQS standard of 0.100 ppm (188 ug/m^3) is the 3-year average of the 98th percentile of daily maximum 1-hour average concentrations in a year. For determining compliance with this standard, the EPA has developed a modeling approach for estimating 1-hour NO_2 concentrations that is comprised of 3 tiers: Tier 1, the most conservative approach, assumes a full (100%) conversion of NO_x to NO_2; Tier 2 applies a conservative ambient NOx/NO_2 ratio of 80% to the NO_x estimated concentrations; and Tier 3, which is the most precise approach, employs AERMOD's PVMRM module. The PVMRM accounts for the chemical transformation of NO emitted from the stack to NO_2 within the source plume using hourly ozone background concentrations. When Tier 3 is utilized, AERMOD generates 8th highest daily maximum 1-hour NO_2 concentrations or total 1-hour NO_2 concentrations if hourly NO_2 background concentrations are added within the model.

Per the *CEQR TM*, a Tier 1 approach is initially applied, followed by a Tier 2 application of NOx/NO_2 ratio of 80% to the NOx modeled concentration to determine whether violation of the NAAQS is likely to occur. A less conservative Tier 3 approach is then applied if exceedances of the 1-hour NO_2 NAAQS were estimated.

New York State Standards

As mentioned, New York State has adopted the national standard, NAAQS. In addition, the New York State Department of Environmental Conservation (NYSDEC) has established guidelines for maximum allowable concentration of "noncriteria pollutants," which are potentially toxic or carcinogenic pollutants. The maximum allowable guidelines set a maximum 1-hour and annual averaging time concentrations and are published in the DAR-1 AGC/SGC Table, where AGC/SGC refers to Annual and Short-

term Guideline Concentrations. The most recent DAR-1 guidelines were created on July 14, 2016.

NYSDEC also regulates pollutants that produce discomfort due to odors, where significant discomfort is evaluated on quantity, characteristic or duration.

NYC Interim Guidelines

In addition to the NAAQS, the *CEQR TM* requires that projects subject to CEQR apply a $PM_{2.5}$ significant impact criteria (based on concentration increments). These criteria are called *de minimis* and they are more stringent than the NAAQS and the state standards as the criteria set a maximum increase of pollutant concentration that is below the national standard. If the estimated impacts of a proposed project are less than the *de minimis* criteria, the impacts are not considered to be significant. As outlined in the *CEQR TM,* $PM_{2.5}$ significant impacts are evaluated as follow:

- Predicted 24-hour maximum $PM_{2.5}$ concentration increase of more than half the difference between the 24-hour background concentration and the 24-hour standard; or
- Predicted annual average $PM_{2.5}$ concentration increments greater than 0.3 $\mu g/m^3$ at any receptor location for stationary sources.

Background Concentrations

Determination of significant impact criteria is evaluated by adding the background concentrations at the nearest NYSDEC monitoring station to the concentrations of criteria pollutants in the ambient air of the project area.

Background concentrations of relevant criteria pollutants were obtained from the NYSDEC's annual report for 2016 at the nearest monitoring stations. Table 17-2 shows the background concentrations.

Table 17-2. Background Concentration at the Queens College and JHS 126 Monitoring Stations (NYSDEC 2016 Report)

Pollutant	Averaging Period	Background Concentration	Monitoring Station
NO_2	Maximum 1-Hour Concentration	120.9 $\mu g/m^3$	Queens College
	Annual Arithmetic Average	40.8 $\mu g/m^3$	
$PM_{2.5}$	24-Hour Concentration	20.5 $\mu g/m^3$	JHS 126
	Average of 3 Consecutive Annual Means	8.6 $\mu g/m^3$	

The *de minimis* criteria for $PM_{2.5}$ was evaluated as described in the NYC Interim Guidelines. The concentration increment are presented below:

- 24-hour $PM_{2.5}$ 7.25 $\mu g/m^3$
- Annual $PM_{2.5}$ 0.3 $\mu g/m^3$

III. MOBILE SOURCE ANALYSIS

Projects may result in significant mobile source impacts when they create mobile sources of pollutants, change traffic pattern, or add new uses near mobile sources of pollutants. Per CEQR guidelines, a detailed analysis is conducted to predict whether the proposed actions could potentially have a significant adverse air quality impact if certain threshold criteria are met or exceeded, while proposed projects that do not meet or exceed the threshold criteria (screen out) are not expected to have a mobile source impact. Projects that require a detailed analysis, model the ambient air CO and PM_{10}/PM_2 concentrations—the mobile source pollutants of concern—and compare the modeled concentrations with the applicable air quality standard.

Mobile Source Screen

Project-Generated Traffic

Per the *CEQR TM*, localized increases in CO and $PM_{2.5}$ levels may result from increased vehicular traffic volumes and changed traffic patterns in the study area as a consequence of the proposed development. As such, screening analyses for CO and $PM_{2.5}$ were carried out to determine whether the project-generated traffic have the potential to cause significant impact. The project-generated traffic is the vehicular trips in any given hour, determined as the difference between the Future With No-Action and the Future With Action.

For this area of the City, the threshold volume for a detailed analysis of CO concentration, is an increment of 170 vehicles. For $PM_{2.5}$ an increment of 50 vehicles traveling through an intersection is the threshold criterion.

As outlined in the Transportation section, the Proposed Actions would generate a total of 12, 34, 26 and 33 vehicle trip ends during the AM, Midday, PM and Saturday Midday peak hour time periods, respectively.

The net vehicle trip ends would not trigger the CO 170-vehicle threshold criterion. The vehicle trip ends during the MD peak hour exceeds the 50 $PM_{2.5}$ threshold criterion. However as outlined in the Transportation chapter, only 26 vehicles would travel through an intersection during the MD peak hour. Therefore, no detailed air quality

analysis is required and no significant mobile source air quality impacts are expected as a result of the project-generated traffic.

Parking Garage

Based on CEQR recommendations, the maximum capacities of parking garages are evaluated with a threshold criteria to predict whether the potential impacts associated with mobile source emissions are significant. The threshold criteria level, sited in the *CEQR TM* Table 16-1 in conjunction with the *CEQR TM* Map 16-1, is based on the location of the project. If the threshold is met or exceeded, a detailed analysis is warranted.

The proposed project would contain 18 and 17 accessory parking spaces in Project Development Site 1 and Projected Development Site 2 respectively. The *CEQR TM* situate the Project Area in Zone 2, as it is within 0.25 miles of a subway station. The threshold criteria that would trigger a detailed analysis in Zone 2 is 85 parking spaces. As the proposed project does not exceed the parking spaces threshold, no detailed air quality analysis is required and no significant mobile source air quality impacts are expected as a result of the parking facility.

IV. PROJECTS HVAC SYSTEMS ANALYSIS

The HVAC analysis considers the potential for emissions from the HVAC systems of the proposed developments to significantly impact existing land uses (project-on-existing) within 400 feet, and the potential of each of the proposed developments to significantly impact each other (project-on-project).

As outlined in the *CEQR TM*, the analysis of buildings' HVAC systems follows stationary sources methodology, and based on CEQR recommendations, a preliminary screening analysis is to be conducted as a first step to predict whether the potential impacts of the heat and hot water system boiler emissions can be significant. This CEQR screening procedure is applicable to buildings that are not less than 30 feet from the nearest building of similar or greater height. Otherwise, a detailed dispersion analysis is required.

Screening Analysis

As outlined in the *CEQR TM,* the potential for stationary source emissions from heat and hot water systems to have a significant adverse impact on nearby receptors depends on the type of fuel that would be used, the height of the stack venting the emissions, the distance to the nearest building whose height is at least as great as the venting stack height, the building residential or non-residential use, and the square footage of the development that would be served by the system. The *CEQR TM* provides a screening

analysis based on these factors, which was utilized to determine the potential for significant impacts from the proposed buildings' HVAC systems.

If the actual distance between a stack and the affected building is greater than the threshold distance for a building size, then that building passes the screening analysis (and no significant impact is predicted). However, if the actual distance is less than the threshold distance for a building, then there is a potential for a significant impact and a detailed analysis would be required.

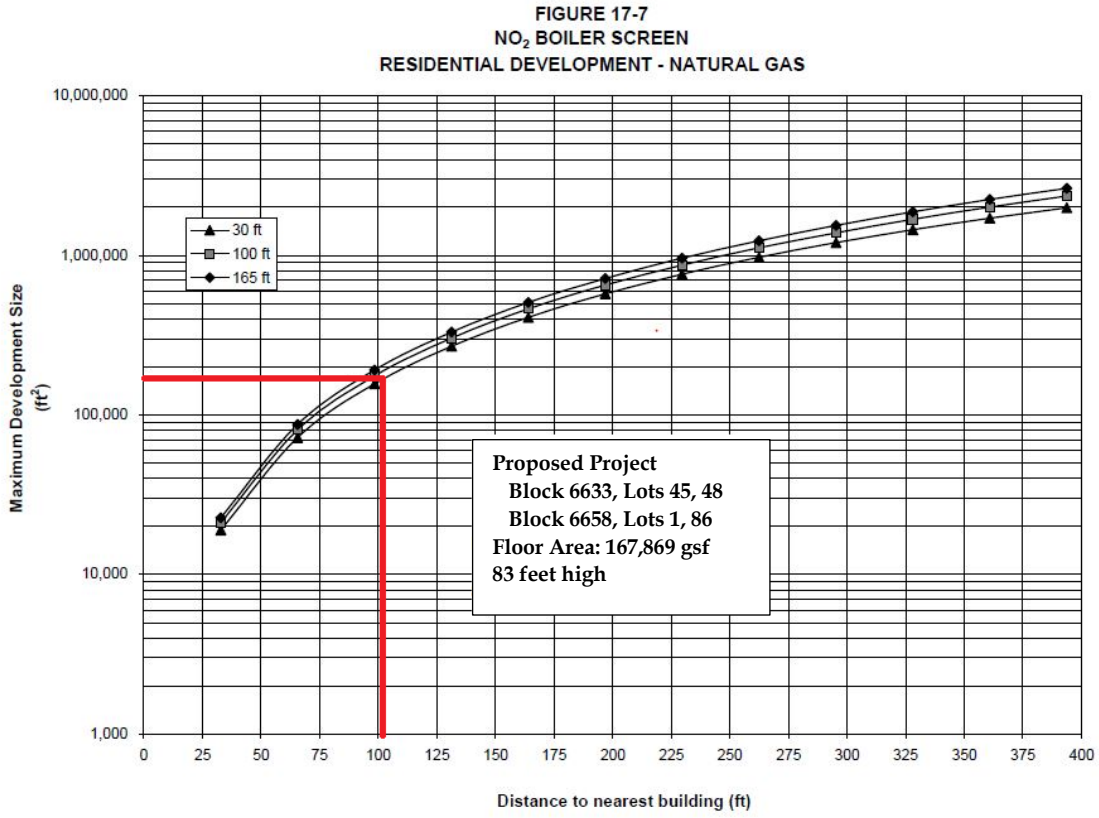
The anticipated development within the proposed rezoning area would consist of three buildings, each with its own separate natural gas fueled heat and hot water system. Therefore, screening analyses were performed for natural gas use and environmental designations added to specify use of natural gas only.

Per *CEQR TM*,, the CEQR natural gas nomograph depicted on Figure 17-7 of the *CEQR TM Appendix* for a 30-foot stack height was applied (as the 30 feet curve height is closest to but not higher than the proposed stack height, as the CEQR screening procedure requires). This nomograph depicts the size of the development versus distance below which the potential impact can occur, and provides a conservative estimate of the threshold distance.

Project-on-Existing Screening Analysis

Screening analysis is only applicable to a single smokestack. However, for purpose of a cumulative analysis, emissions from multiple stacks could be combined in a single stack situated as close as possible to the receiving building. As such, the combined square footage of the proposed developments was used in the analysis of the potential impact on existing land uses. Figure 17-1 depict the screening analysis of the proposed project on existing land uses, where the square footage of the proposed project is 169,939 gsf.

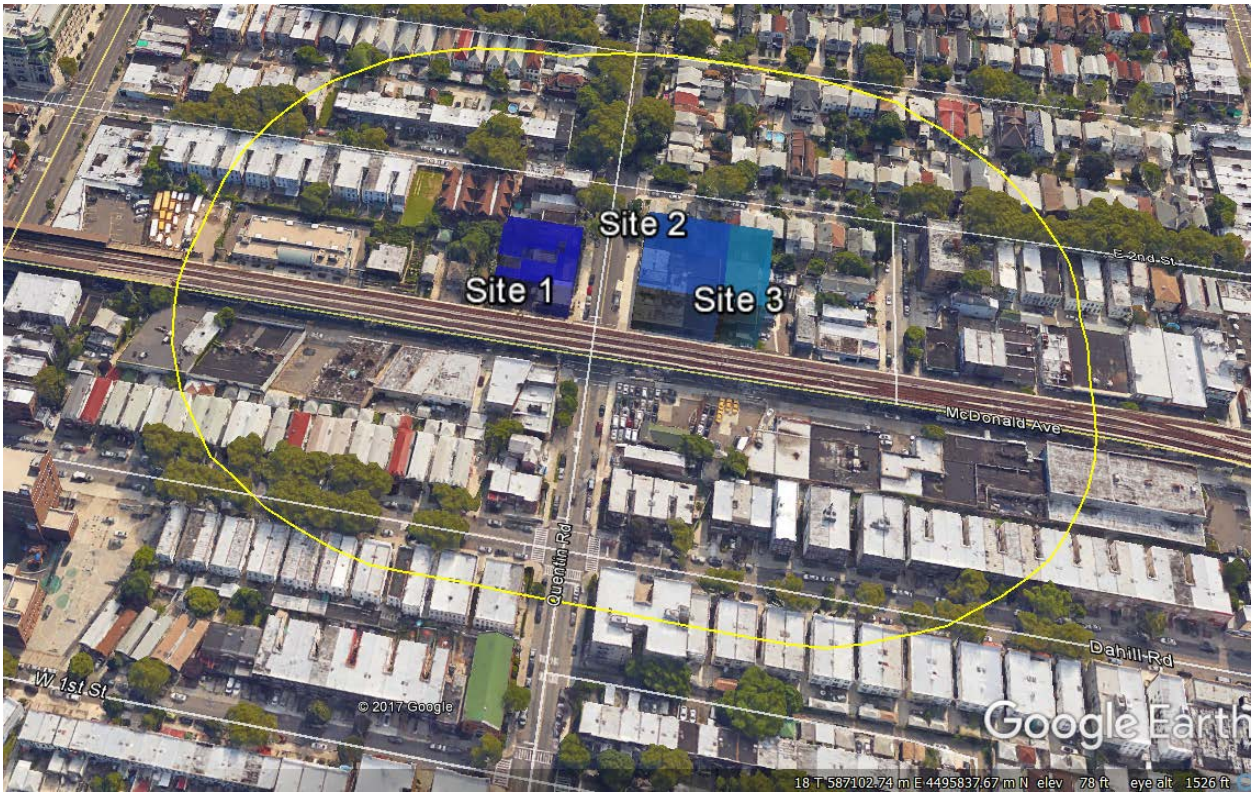
Figure 17-1. The Project Area Minimum Distance - HVAC Screen All Fuels Nomograph



The screening analysis nomograph shows that a detailed analysis would be required for any existing land uses that is 83 feet or higher and at a distance of less than 105 feet from the Project Area.

A review of existing land uses within 400 feet of the Project Area via the New York City Zoning and Land Use (ZoLa) interactive mapping application and Google imaging map shows that there are no existing buildings similar to or greater in height than the buildings that are projected to be developed within a radius of 400 feet of the Project Area. Therefore, the Proposed Action passes the screening analysis regarding its potential impact on existing land uses, and no further analysis for these buildings are required. Figure 17-2 shows the Project Area with a 400-foot buffer.

Figure 17-2. The Projected Developments with 400-foot Buffer Zone, Plotted in Google Earth



Project-on-Project Screening Analysis

For the project-on-project analysis, the combined square footage of Projected Developments Sites 2 and 3 were used in the analysis of the potential impact on Projected Development Site 1, and the square footage of projected Development Site 1 was used in the analysis of the potential impact on Projected Development Site 2.

Project Development Site 2 abuts Projected Development Site 3; hence, the screening analysis is not applicable and a detailed dispersion analysis is required. Table 17-3 presents the screening analyses results, and Figures 17-3 and 17-4 depict the screening analyses nomographs.

Table 17-3. Screening Analyses Results

Development Site ID	Building Height (ft.)	Stack Ht. (ft.)	Heated Area (sq. ft.)	Minimum Screen Distance (ft.)	Receptor Building	Distance to Receptor Building (ft.)	Results
Site 1	83	86	63,340	65	Site 2	80	Screens out
					Site 3	184	Screens out
Site 2	85	88	72,065	70	Site 3	0	Fail
Site 3	85	88	34,534	42	Site 2	0	Fail
Site 2 and Site 3	85	88	106,599	79	Site 1	80	Screens out
Proposed project	83	86	169,939	105	Existing Land Use		Screens out

Figure 17-3. Projected Development Site 1 - Residential Use Natural Gas Nomograph

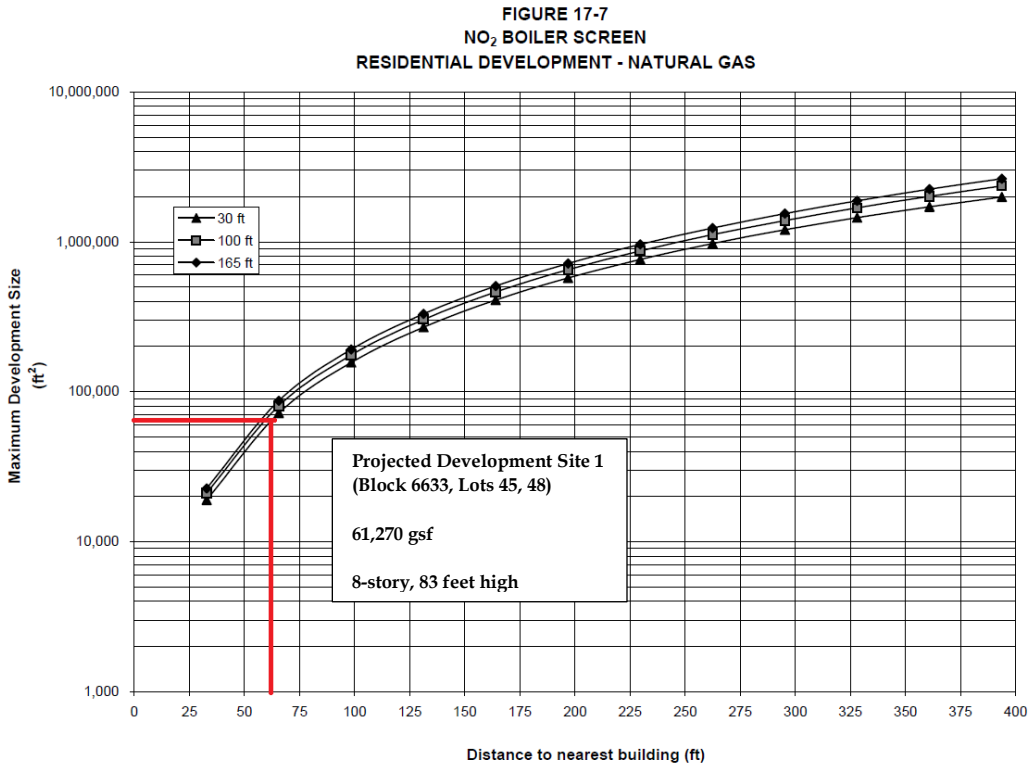
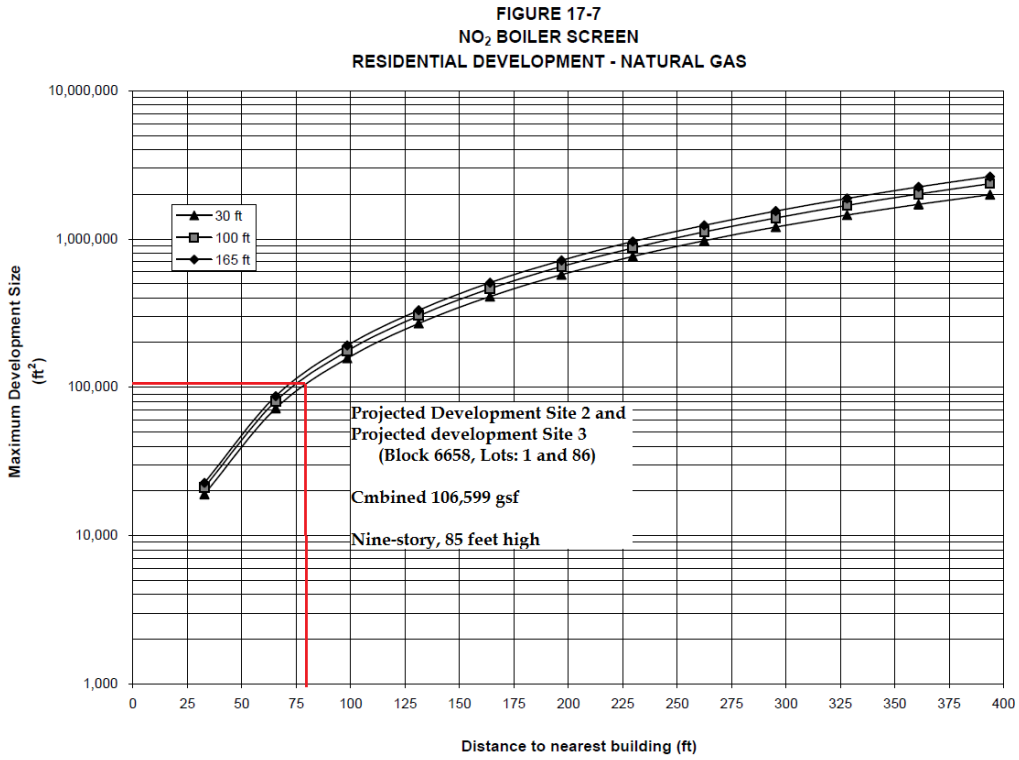


Figure 17-4. Projected Development Sites 2 and 3 Combined - Residential Use Natural Gas Nomograph



Detailed Analysis

Dispersion modeling analyses were conducted to estimate the impacts from the stack emissions of the projected developments using the latest version of EPA's AERMOD dispersion model version 16216r. In accordance with CEQR guidance, these analyses were conducted assuming stack tip downwash, urban dispersion surface roughness length of 1.0 meter, elimination of calms, and with and without downwash effect on plume dispersion. AERMOD's Tier 1 module was utilized for the 1-hour NO_2 analysis to account for the NOx to NO_2 conversion.

HVAC Emissions

Emission rates were estimated as follows:

- The Development Sites are expected to be heated by natural gas, emission rates of NOx and $PM_{2.5}$ were calculated based on annual natural gas usage corresponding to the gross floor area of the buildings, EPA AP-42 emission factors for natural gas combustion in small boilers, and gross heating values of natural gas (1,020 Btu per million cubic feet).
- $PM_{2.5}$ emissions from natural gas combustion accounted for both filterable and condensable particulate matter.

- The natural gas fuel usage factor (59.1 cubic foot per square foot per year) was used to estimate annual natural gas usage for residential use and was calculated by dividing the energy consumption rate of 60.3 thousand Btu/ft^2 by natural gas heating value of 1020 Btu/ft^3.

Table 17-4 shows the Projected Development Site 2 and Projected Development Site 3 NO_2 and $PM_{2.5}$ emission rates, both short-term and annual. The diameter of the stack and the exhaust's exit velocity were estimated based on values obtained from the NYCDEP "CA Permit" database for the corresponding boiler sizes (i.e., rated heat input or million Btu per hour). Boiler sizes were estimated based on the assumption that all fuel was consumed during the 100-day (or 2,400 hour) heating season. The stack exit temperature was assumed to be 300°F (423°K), which is appropriate for boilers.

Table 17-4. Estimated Short-term and Annual Emission Rates of Each Building

Site ID	Floor Area	NO_2 Emission factor (2) g/sec		$PM_{2.5}$ Emission factor (1) g/sec	
	ft^2	1-hour	Annual	24-hour	Annual
Projected Development Site 2	72,065	2.24E-02	6.13E-03	1.70E-03	4.66E-04
Projected Development Site 3	34,534	1.07E-02	2.94E-03	8.14E-04	2.23E-04

Notes:

1. *PM2.5 emission factor for natural gas combustion of 7.6 lb/106 cubic feet included filterable and condensable particulate matter, filterable PM2.5=1.9 lb/100 cubic feet and condensable PM2.5=5.7 lb/106 cubic feet (AP-42, Table 1.4-2).*
2. *NOx emission factor for natural gas of 100 lb/100 cubic feet for uncontrolled boilers with <100MMBtu/hr (AP-42, Table 1.4-1).*
3. *Boiler size was estimated based on a fuel consumption rate of 1,020 Btu/ft3 and the assumption that all fuel is consumed in a 100 day (2,400 hours) heating season using the following equation: MMBtu/hr = X ft3/yr / 2,400hrs/yr * 1020 Btu/ft3/106 MMBtu/Btu.*

HVAC Meteorological Data

All analyses were conducted using the latest five consecutive years of meteorological data (2012-2016). Surface data was obtained from La Guardia Airport and upper air data was obtained from Brookhaven station, New York. Data was processed by Lakes Environmental Software, Inc. using the current EPA AERMET version (14134) and EPA procedures. These meteorological data provide hour-by-hour wind speeds and directions, stability states, and temperature inversion elevations over the 5-year period.

Meteorological data were combined to develop a 5-year set of meteorological conditions, which was used for the AERMOD modeling runs and Anemometer height of 9.4 meters was specified per Lakes Environmental Software Inc.

Per Lakes Environmental Inc., $PM_{2.5}$ special procedure which is incorporated into AERMOD calculates concentrations at each receptor for each year modeled, averages those concentrations across the number of years of data, and then selects the highest values across all receptors of the 5-year averaged highest values.

HVAC AERMOD Setting

AERMOD calculates concentrations according to the dispersion option, pollutant and averaging time, and output specified in the model, where the model is capable of handling multiple sources in a single run. As such, each pollutant was modeled separately and two stacks, one for the short-term and the other for annual averaging times were created. Each stack was placed in a different source group and AERMOD outputs concentration for each group is read from the Results Summary file or for the short term as follows:

> $PM_{2.5}$: The Summary of Maximum 1st-Highest 24-Hr Results Averaged Over 5 years; Group ID 24Hour.
>
> NO_2: The Summary of Maximum 8th-Highest Max Daily 1-Hr Results Averaged Over 5 years; Group ID 1_Hour.

In addition, all dispersion analyses used the calculated emission factors, Building Profile Input Program (BPIP) was run with the downwash effect enabled, and all models specified elevated terrain and the default urban roughness coefficient of 1.0 meter with a population of 2,000,000. The other parameters of each pollutant corresponding to the scenario modeled were:

> 1-hour NO_2: NAAQS option enabled, Tier I conversion method and 8^{th} highest value output.
>
> Annual NO_2: NO_2 pollutant selected and Report Maximum Annual Average for Each Met Year enabled.
>
> 24-hour $PM_{2.5}$ NAAQS: Based on a multi-year average of ranked maximum daily values enabled and 1^{st} highest value output.
>
> Annual $PM_{2.5}$: $PM_{2.5}$ pollutant selected and Report Maximum Annual Average for Each Met Year enabled.

In total, 4 models were run, one for each pollutant, one with building wake effect enabled and another with the building wake effect disabled.

HVAC Stack and Receptor Locations

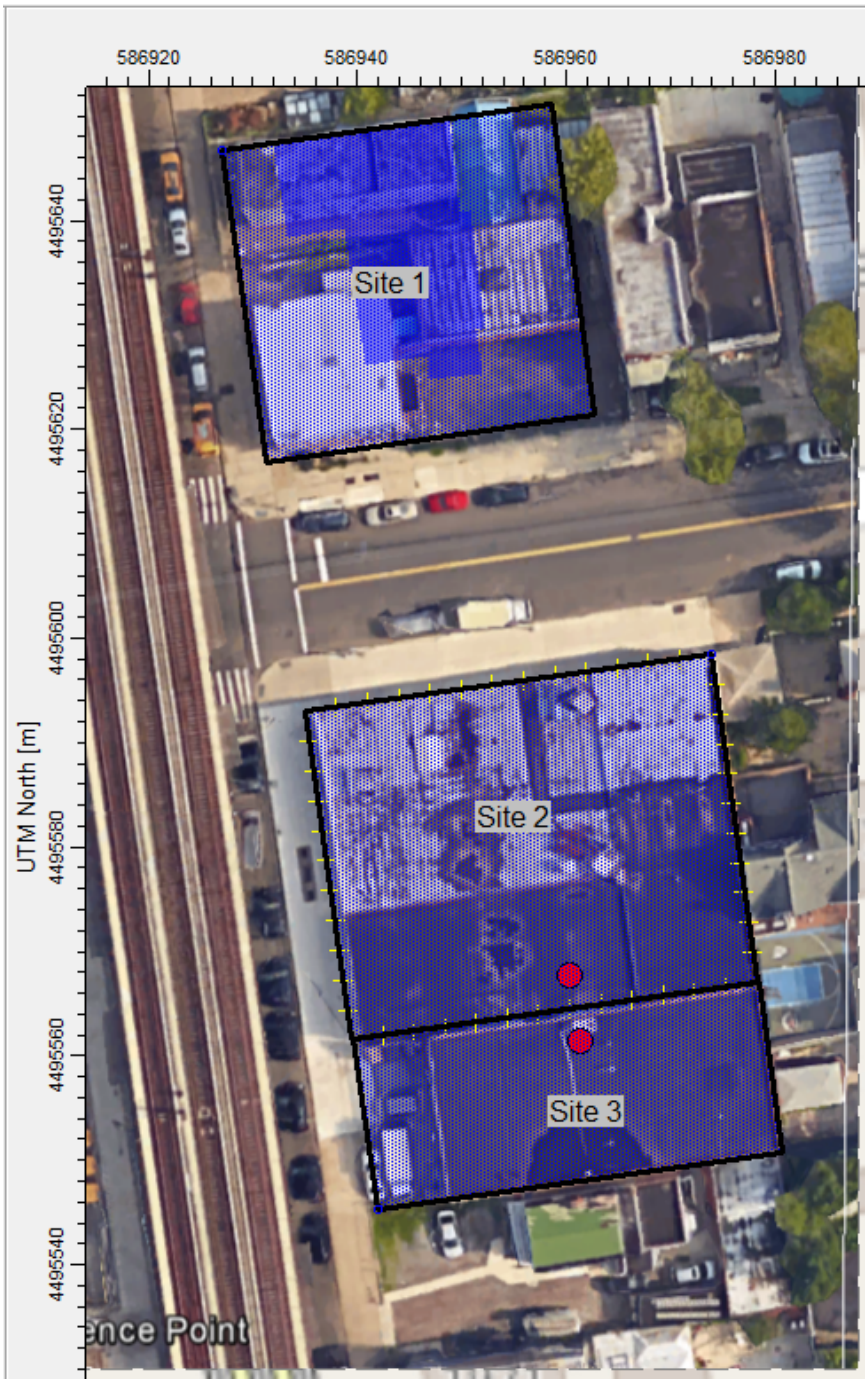
The New York City Building Code (Building Code) requires that a rooftop stack should be at least 10 feet away from the edge of the roof and at least 3 feet higher than the roofline. As such, the HVAC stacks of each building were located on the buildings'

highest tiers, 10 feet from the edge of the roof, and as close as possible to the receiving building.

Figure 17-5 displays AERMOD's buildings configuration as modeled in AERMOD to illustrate the stacks' locations. As illustrated, the stack was reasonably located on the buildings' highest tiers, 3 feet above the roofline, and 10 feet from the rooflines facing the receiving building.

Receptors on receiving buildings were placed at sensitive areas, where people have continuous access, at 10 foot increments on all floor levels, and conservatively at 3 feet below the roof line including where buildings are contiguous. In addition, receptors were placed 6 feet above ground level to model pedestrian on nearby sidewalks, which defines sensitive areas.

Figure 17-5. The Proposed Project as Modeled in AERMOD, With the Receptors Shaded in Yellow and the Buildings' Stacks in Red



Results of Dispersion Analyses

As stated in the AERMOD Setting section, each pollutant averaging time was modeled twice—with building wake effect enabled/disabled. The predicted concentration is the highest concentration of these. Result of the project-on-project HVAC NO_2 and $PM_{2.5}$ analyses are shown in Table 17-5, where the modeled NO_2 concentrations were added to their respective background concentrations.

Table 17-5. Detailed HVAC Analyses Results

Source Site	Receptor Site	24-hr $PM_{2.5}$	Annual $PM_{2.5}$	1-hr NO_2 Impact (1)	Annual NO_2 Impact (1)
		$\mu g/m^3$	$\mu g/m^3$	$\mu g/m^3$	$\mu g/m^3$
Site 2	Site 3	0.6	0.04	143.3	41.3
Site 3	Site 2	0.26	0.02	130.8	41.0
Threshold		**7.25**	**0.3**	**188**	**100**

The results are compared with the 24-hour/annual $PM_{2.5}$ significant impact criteria, and the 1-hour/annual NO_2 NAAQS.

The $PM_{2.5}$ impacts are less than the significant impact criteria for $PM_{2.5}$ of 7.25 $\mu g/m^3$ and 0.3 $\mu g/m^3$, respectively, and both the 1-hour and annual NO_2 concentrations estimated are less than the 1-hour and annual NO_2 NAAQS of 188 $\mu g/m^3$and 100 $\mu g/m^3$, respectively.

Therefore, with (E) Designations in place, the emissions of the proposed project HVAC systems would not significantly impact any of the other proposed project buildings.

(E) Designation (E-474)

The HVAC analysis for the Proposed Action concluded that fuel would need to be restricted to the exclusive use of natural gas in its HVAC system.

The (E) Designation (E-474) language is as follows:

Block 6633, Lots: 45 and 48 (Projected Development Site 1): Any new residential or commercial development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC) and hot water system to avoid any potential significant adverse air quality impacts.

Block 6658, Lot 1 (Proposed Development Site 2): Any new residential or commercial development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC) and hot water system to avoid any potential significant adverse air quality impacts. Stack shall be located at the

highest tier, or at a minimum of 88 feet above grade to avoid any potential significant adverse air quality impact.

Block 6658, Lot 86 (Proposed Development Site 3): Any new residential or commercial development on the above-referenced property must exclusively use natural gas as the type of fuel for heating, ventilating, air conditioning (HVAC) and hot water system to avoid any potential significant adverse air quality impacts. Stack shall be located at the highest tier, or at a minimum of 88 feet above grade to avoid any potential significant adverse air quality impact.

V. INDUSTRIAL AND MAJOR SOURCES

As outlined in the CEQR TM, projects that would introduce new uses near industrial sources, major sources, large sources, and odor producing facilities may result in potentially significant adverse air quality impacts. The study area considers industrial sources within 400 feet of the Project Area and major sources, large sources, and odor producing facilities within 1,000 feet of the Project Area. These sources are categorized as follows:

Industrial sources are identified as commercial, industrial, or processing facilities that are likely to have NYC operational permits.

Major emission sources are identified as those sources located at Title V facilities that require Prevention of Significant Deterioration permits. In addition, and as outlined in the CEQR TM, HVAC systems with a 20 or more million Btu per hour (MMBtu/hr) design capacity are considered major sources.

Large emission sources are identified as sources located at facilities which require a State facility permit, such as solid waste or medical waste incinerators, co-generation facilities, and asphalt and concrete plants, or power generating plants.

Odor producing facilities are operations that have the potential to cause discomfort, such as: solid waste management facilities, water pollution control plants (i.e., sewage treatment plants), and incinerators.

Methodology

Information regarding potential emissions of toxic air pollutants from existing industrial sources within 400 feet of the Project Area, and emissions of air pollutants from existing major and large sources within 1,000 feet of the Project Area were developed using the following procedure:

A study area was developed that includes all industrial facilities with potential air toxic emissions located within 400 feet of the Project Site using ZoLa;

New York City's Open Accessible Space Information System Cooperative (OASIS), Google Street View, on-line searches, and land surveys were used to identify and categorize facilities;

A search was performed to identify permits listed in the EPA Envirofacts database in this study area; and

The New York City Department of Environmental Protection (DEP) online Clean Air Tracking System (CATS) was consulted to determine whether air emissions permits had been issued for any of the nonresidential zoned lots.

Study Result – Major and Large Sources and Odor Producing Facilities

No existing large combustion sources, such as power plants, cogeneration facilities, etc., located within 1,000 feet of the Project Area were identified. In addition, no odor producing facility was identified within 1,000 feet of the Project Area. As such, no analysis was warranted.

Study Result – Industrial Sources Toxic Air Emission

31 lots within 400 feet of the Project Area were identified as nonresidential uses and a search of NYCDEP CATS database showed that none of these have active operational permits. The land survey results and the NYCDEP record search are presented in Table 17-6.

Table 17-6. Land Survey Results Within 400 Feet of the Project Area.

Block	Lot	Address	CATS Database	Land Survey Result
6657	1	1701 Dahill Road	NO RECORD	Medical center
	6	1904 McDonald Avenue	NO RECORD	Used car sales
	10	McDonald Avenue	NO RECORD	Used cars sales
	15	1910 McDonald Avenue	DISAPPROVED – CR060616	Medical supplier; Flooring shop; Furniture shop; Carwash
			CANCELLED – CR044616	
	20	1932 McDonald Avenue	CANCELLED – PA053272	Cooling contractor
			CANCELLED – PA053372	
	28	1940 McDonald Avenue	NO RECORD	Cargo service; Signs
	30	1940 McDonald Avenue	NO RECORD	Small lot (10 feet wide)
	31	1954 McDonald Avenue	NO RECORD	Furniture shop
6658	64	1955 McDonald Avenue	NO RECORD	Unoccupied
	68	1945 McDonald Avenue	NO RECORD	Architect Office
	71	1941 McDonald Avenue	NO RECORD	Electronic Shop

Block	Lot	Address	CATS Database	Land Survey Result
	72	1939 McDonald Avenue	NO RECORD	Café
	73	1937 McDonald Avenue	NO RECORD	Office
	74	1935 McDonald Avenue	NO RECORD	Kitchen & Bath retail
	79	1 Woodside Avenue	NO RECORD	Hand Carwash
	179	1 Woodside Avenue	NO RECORD	Styroform Retail/warehouse
	80	3 Woodside Avenue	NO RECORD	Parking (1-2 cars)
	82	1921 McDonald Avenue	NO RECORD	Electrical contractor office
	84	1954 McDonald Avenue	NO RECORD	Residential/office
6634	49	1747 East 2nd Street	NO RECORD	Vacant land
6633	33	1728 East 2nd Street	NO RECORD	Residential
	50	1873 McDonald Avenue	NO RECORD	Parking/vacant land
	55	1861 McDonald Avenue	NO RECORD	Landscape/pot plants retail
	70	McDonald Avenue	NO RECORD	School bus parking
6632	20	1936 McDonald Avenue	NO RECORD	Billiard/Restaurant
	22	1940 McDonald Avenue	NO RECORD	Royal Interiors - Furniture wholesale
	28	1950 McDonald Avenue	NO RECORD	Retail
	34	1868 McDonald Avenue	NO RECORD	Auto Mechnic/wholesale clothes
	36	1874 McDonald Avenue	NO RECORD	Auto Mechanic
	39	1884 McDonald Avenue	CANCELLED – CA257292	1st floor small retail; 2nd residential
	42	357 Quentin road	NO RECORD	1st floor cosmetic; 2nd residential

As presented in Table 17-6, no facility within 400-foot of the Project Area have an active operational permit from the NYCDEP. In addition to the permit search, the land survey study identified the facility at 1945 McDonald Avenue to possibly have a woodworking activity. However, the facility, Joseph's Custom Woodworking, was determined to have moved. As such, no analysis was warranted and no significant air quality impacts are predicted from these sites.

VI. CONCLUSION

Air quality analyses addressed mobile sources, stationary HVAC systems, and air toxics. The results of the analyses are summarized below.

- Emissions from project-related vehicle trips would not cause significant air quality impacts to receptors at the local or neighborhood scale;

- Emissions from project-related heating, ventilation, and air conditioning systems (HVACs) would not cause significant air quality impacts to receptors at the local scale with (E) - Designations in place.
- No significant air quality impacts to the proposed project are anticipated from air toxics; and
- As no existing large or major sources are located within 1,000 feet of the Project Site, emissions from existing stationary sources would not cause a significant air quality impact to the proposed project.

19. NOISE

Project Area

Noise Monitoring was conducted for the proposed actions at 1881 McDonald Avenue ("The Project Site"), identified as Block 6633, Lots 45 and 48 in Brooklyn, New York. The Project Site is located at the northeast corner of McDonald Avenue and Quentin Road. Other affected sites within the area proposed for rezoning are located on McDonald Avenue south of Quentin Road. McDonald Avenue is a two-way north-south street with one or two moving lanes in each direction and curbside parking and loading. The elevated tracks of the F subway line are located above McDonald Avenue. Quentin Road is a two-way east-west street with one moving lane in each direction and curbside parking. Nearby intersections are controlled by traffic lights.

The proposed action would allow for new residential development in an area where vehicular and elevated subway traffic may be sources of high ambient noise levels. Therefore, the proposed development warrants an assessment of the potential for adverse effects on project occupants from ambient noise. The proposed development would not create a significant stationary noise generator. Additionally, project-generated traffic would not double vehicular traffic on nearby roadways, and therefore would not result in a perceptible increase in vehicular noise. This noise assessment is limited to an assessment of ambient noise that could adversely affect occupants of the development.

Framework of Noise Analysis

Noise is defined as any unwanted sound, and sound is defined as any pressure variation that the human ear can detect. Humans can detect a large range of sound pressures, from 20 to 20 million micropascals, but only those air pressure variations occurring within a particular set of frequencies are experienced as sound. Air pressure changes that occur between 20 and 20,000 times a second, stated as units of Hertz (Hz), are registered as sound.

Because the human ear can detect such a wide range of sound pressures, sound pressure is converted to sound pressure level (SPL), which is measured in units called decibels (dB). The decibel is a relative measure of the sound pressure with respect to a standardized reference quantity. Because the dB scale is logarithmic, a relative increase of 10 dB represents a sound pressure that is 10 times higher. However, humans do not perceive a 10-dB increase as 10 times louder. Instead, they perceive it as twice as loud.

Table Noise-1 below lists some noise levels for typical daily activities:

Table Noise-1: Noise Levels of Common Sources

Table 19-1 Noise Levels of Common Sources	
Sound Source	**SPL (dB(A))**
Air Raid Siren at 50 feet	120
Maximum Levels at Rock Concerts (Rear Seats)	110
On Platform by Passing Subway Train	100
On Sidewalk by Passing Heavy Truck or Bus	90
On Sidewalk by Typical Highway	80
On Sidewalk by Passing Automobiles with Mufflers	70
Typical Urban Area	60-70
Typical Suburban Area	50-60
Quiet Suburban Area at Night	40-50
Typical Rural Area at Night	30-40
Isolated Broadcast Studio	20
Audiometric (Hearing Testing) Booth	10
Threshold of Hearing	0

Notes: A change in 3dB(A) is a just noticeable change in SPL. A change in 10 dB(A) Is perceived as a doubling or halving in SPL.

Source: 2014 CEQR Technical Manual

Sound is often measured and described in terms of its overall energy, taking all frequencies into account. However, the human hearing process is not the same at all frequencies. Humans are less sensitive to low frequencies (less than 250 Hz) than mid-frequencies (500 Hz to 1,000 Hz) and are most sensitive to frequencies in the 1,000- to 5,000-Hz range. Therefore, noise measurements are often adjusted, or weighted, as a function of frequency to account for human perception and sensitivities. The most common weighting networks used are the A- and C-weighting networks. These weight scales were developed to allow sound level meters, which use filter networks to approximate the characteristic of the human hearing mechanism, to simulate the frequency sensitivity of human hearing. The A-weighted network is the most commonly used, and sound levels measured using this weighting are denoted as dBA. The letter "A" indicates that the sound has been filtered to reduce the strength of very low and very high frequency sounds, much as the human ear does. C-weighting gives nearly equal emphasis to sounds of most frequencies. Mid-range frequencies approximate the actual (unweighted) sound level, while the very low and very high frequency bands are significantly affected by C-weighting.

The following is typical of human response to relative changes in noise level:

- 3-dBA change is the threshold of change detectable by the human ear;

- 5-dBA change is readily noticeable; and

- 10-dBA change is perceived as a doubling or halving of the noise level.

The SPL that humans experience typically varies from moment to moment. Therefore, various descriptors are used to evaluate noise levels over time. Some typical descriptors are defined below.

- L_{eq} is the continuous equivalent sound level. The sound energy from the fluctuating SPLs is averaged over time to create a single number to describe the mean energy, or intensity, level. High noise levels during a measurement period will have a greater effect on the L_{eq} than low noise levels. L_{eq} has an advantage over other descriptors because L_{eq} values from various noise sources can be added and subtracted to determine cumulative noise levels.

- $L_{eq(24)}$ is the continuous equivalent sound level over a 24-hour time period.

The sound level exceeded during a given percentage of a measurement period is the percentile-exceeded sound level (L_X). Examples include L_{10}, L_{50}, and L_{90}. L_{10} is the A-weighted sound level that is exceeded 10% of the measurement period.

The decrease in sound level caused by the distance from any single noise source normally follows the inverse square law (i.e., the SPL changes in inverse proportion to the square of the distance from the sound source). In a large open area with no obstructive or reflective surfaces, it is a general rule that at distances greater than 50 feet, the SPL from a point source of noise drops off at a rate of 6 dB with each doubling of distance away from the source. For "line" sources, such as vehicles on a street, the SPL drops off at a rate of 3 dBA with each doubling of the distance from the source. Sound energy is absorbed in the air as a function of temperature, humidity, and the frequency of the sound. This attenuation can be up to 2 dB over 1,000 feet. The drop-off rate also will vary with both terrain conditions and the presence of obstructions in the sound propagation path.

Measurement Location and Equipment

Because the predominant noise sources in the area of the proposed project consist of vehicular and rail movements, noise monitoring was conducted during peak vehicular travel periods (AM, Midday, and PM). Pursuant to CEQR Technical Manual Methodology measurement periods of one hour during each peak hour were conducted at Location One (1) at the corner of McDonald Avenue and Quentin Road, due to the potential impact of ambient noise from the elevated subway line located to the west of the Project Site. Monitoring for twenty (20) minutes was conducted at Location Two (2) on Quentin Road approximately 100 feet east of McDonald Avenue during three peak periods of vehicular traffic.

Noise monitoring was conducted using a Type 1 Casella CEL-63X sound meter with wind screen. The monitors were placed on a tripod at a height of approximately three feet above the ground, away from any other noise-reflective surfaces. The monitors were calibrated prior to and following each monitoring session. Periods of peak vehicular and train traffic around the subject site constitute a worst-case condition for noise at the project site.

Photo 1

Location 1:
Corner of McDonald Avenue and Quentin Road

Photo 2

Location 2:
Quentin Road approximately 100 feet east of McDonald Avenue

Measurement Conditions
Monitoring was conducted during typical midweek conditions, on Thursday, June 15, 2017. The weather was dry and wind speeds were mild during all monitoring periods. Traffic volumes and vehicle classification were documented during the noise monitoring. The sound meters were calibrated before and after each monitoring session.

Existing Conditions
Based on the noise measurements taken around the Project Area, the predominant source of noise is vehicular and elevated subway traffic. Noise levels are high at Location 1, primarily due to train movements, and moderate at location 2.

Table Noise-2 *below contains the results for the measurements taken at the Project Site:*
Note: **Bold** denotes peak L_{10} noise level .

Table Noise-2 (1 of 2): Noise Levels (dB)
Location 1: *Noise Levels at the corner of McDonald Avenue and Quentin Road*

Thursday, June 15, 2017			
Time	7:32 am – 8:42 am	12:02 pm – 1:02 pm	4:33 pm – 5:33 pm
L_{max}	96.6	102.9	96.3
L_{10}	**82.0**	78.5	78.0
L_{eq}	79.5	78.4	79.4
L_{50}	66.5	64.5	64.0
L_{90}	60.5	58.0	60.0
L_{min}	53.5	51.4	53.2

Table Noise-2 (2 of 2): Noise Levels (dB)
Location 2: *Noise Levels on Quentin Road approximately 100 feet east of McDonald Avenue*

Thursday, June 15, 2017			
Time	8:47 am – 9:07 am	1:05 pm – 1:25 pm	5:36 pm –5:56 pm
L_{max}	89.4	81.0	83.3
L_{10}	68.5	**70.5**	68.0
L_{eq}	65.5	66.8	64.3
L_{50}	62.0	64.0	59.5
L_{90}	58.5	60.0	54.5
L_{min}	54.6	54.5	48.6

Table Noise-3 *below contains the traffic volumes (vehicle counts) and vehicle classifications for the morning, noon, and evening monitor sessions:*

Table Noise-3 (1 of 3):
Morning Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	112	47
Van/Light Truck/SUV	173	56
Heavy Truck	45	1
Bus	14	2
Train	16	7

Table Noise-3 (2 of 3):
Noon Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	129	53
Van/ Light Truck/SUV	199	61
Heavy Truck	50	3
Bus	14	2
Train	18	8

Table Noise-3 (3 of 3):
Evening Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	47	50
Van/ Light Truck/SUV	56	66
Heavy Truck	1	1
Bus	2	1
Train	7	9

Conclusions

The 2014 *CEQR Technical Manual* Table 19-2 contains noise exposure guidelines. For a residential use such as would occur under the proposed action, an L_{10} of between 65 and 70 dB(A) is identified as marginally acceptable general external exposure, a noise level between 70 and 80 dB(A) is marginally unacceptable, and noise levels in excess of 80 dB(A) are clearly unacceptable. The highest recorded L_{10} at Location One (1) of the subject property was 82.0 dB during the morning monitoring period. The highest recorded L_{10} at Location Two (2) of the subject property was 70.5 dB during the afternoon period.

Table 19-3 of the *CEQR Technical Manual* establishes required attenuation values to achieve acceptable interior noise levels. For an ambient noise level in excess of 80 DB(A), the required attenuation is 36 + (L_{10} –80) dB(A). Therefore, an attenuation level of 38 is required for windows facing McDonald Avenue. For an ambient noise level between 70 and 73 dB(A), an attenuation level of 28 is required. Therefore, this is the attenuation level required for building facades facing Quentin Road.

To ensure prosper attenuation of noise levels, an E-designation (E-474) will be applied to Block 6633, Lots 45 and 48, and Block 6658, Lots 1 and 86:

> **To ensure an acceptable interior noise environment, future residential and/or commercial uses must provide a closed-window condition with a minimum of 38 dBA window/wall attenuation for all building facades to maintain an interior noise level of 45 dBA. To maintain a closed- window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning**

With this level of noise attenuation, no significant adverse impacts related to noise would result from the proposed action.

21. NEIGHBORHOOD CHARACTER

The *CEQR Technical Manual* states that a neighborhood character assessment is generally required when the Proposed Action would significantly impact land use, urban design, visual resources, historic resources, socioeconomic conditions, open space, shadows, transportation or noise within the neighborhood; or if it would have moderate effects on several of the elements that contribute to neighborhood character.

While a combination of moderate changes in several of these technical areas may potentially have a significant effect on neighborhood character, the Proposed Action would be compatible with the mixed-use character of the neighborhood and, as discussed in the relevant sections of this EAS, is not anticipated to result in any significant adverse impacts on land use, zoning and public policy; open space; shadows; historic and cultural resources; urban design and visual resources; transportation or noise within the neighborhood.

The Proposed Actions will not alter the character of the neighborhood, impair the appropriate use or development of adjacent property, nor be detrimental to the public welfare. The Proposed Actions would not negatively affect the pedestrian experience along McDonald Avenue or Quentin Road, and would have no adverse effects on the vitality, walkability, or visual character of the area. The neighborhood is a mix of manufacturing, commercial, and residential uses, and the proposed uses (residential, commercial) would not be inconsistent with the surrounding area.

Therefore, no significant adverse impacts on neighborhood character are anticipated as a result of the Proposed Action.

22. CONSTRUCTION

Construction impacts, although temporary, can sometimes result in significant adverse impacts. Determination of significance is generally based on the duration and magnitude of the effects. Construction impacts are generally important when construction activity would affect traffic conditions, archaeological resources, the integrity of historic resources, community noise patterns, or air quality conditions.

Construction impact assessments are not necessarily required for all actions that would involve or induce construction, and different assessments may be appropriate for different projects. The *CEQR Technical Manual* provides criteria for determining whether construction impact analyses are required.

A transportation analysis is generally required if construction would (1) occur within a central business district or along an arterial or major roadway, (2) impede movement along a roadway or sidewalk, or (3) occur simultaneously at multiple sites within the same geographic area. The development projects anticipated under the reasonable worst-case development scenario would not meet any of these criteria.

According to the *CEQR Technical Manual*, air quality and noise analyses are generally not required if a transportation analysis is not needed.

A hazardous materials analysis is generally required if construction would occur at a site with soil or groundwater contamination. As discussed in Section 12, Hazardous Materials, a Phase I Environmental Site Assessment prepared for the project site identified possible sources of contamination within the affected area. E-designations are being applied to the projected development sites as part of the proposed action, and any necessary testing or remediation will be undertaken in coordination with OER and other applicable agencies. Construction health and safety plans would be prepared and submitted to OER for approval prior to the commencement of any construction or demolition activities, and no significant adverse impacts would result.

A natural resources analysis is required if construction would occur on or near a site containing natural resources. The proposed rezoning area does not satisfy this criterion.

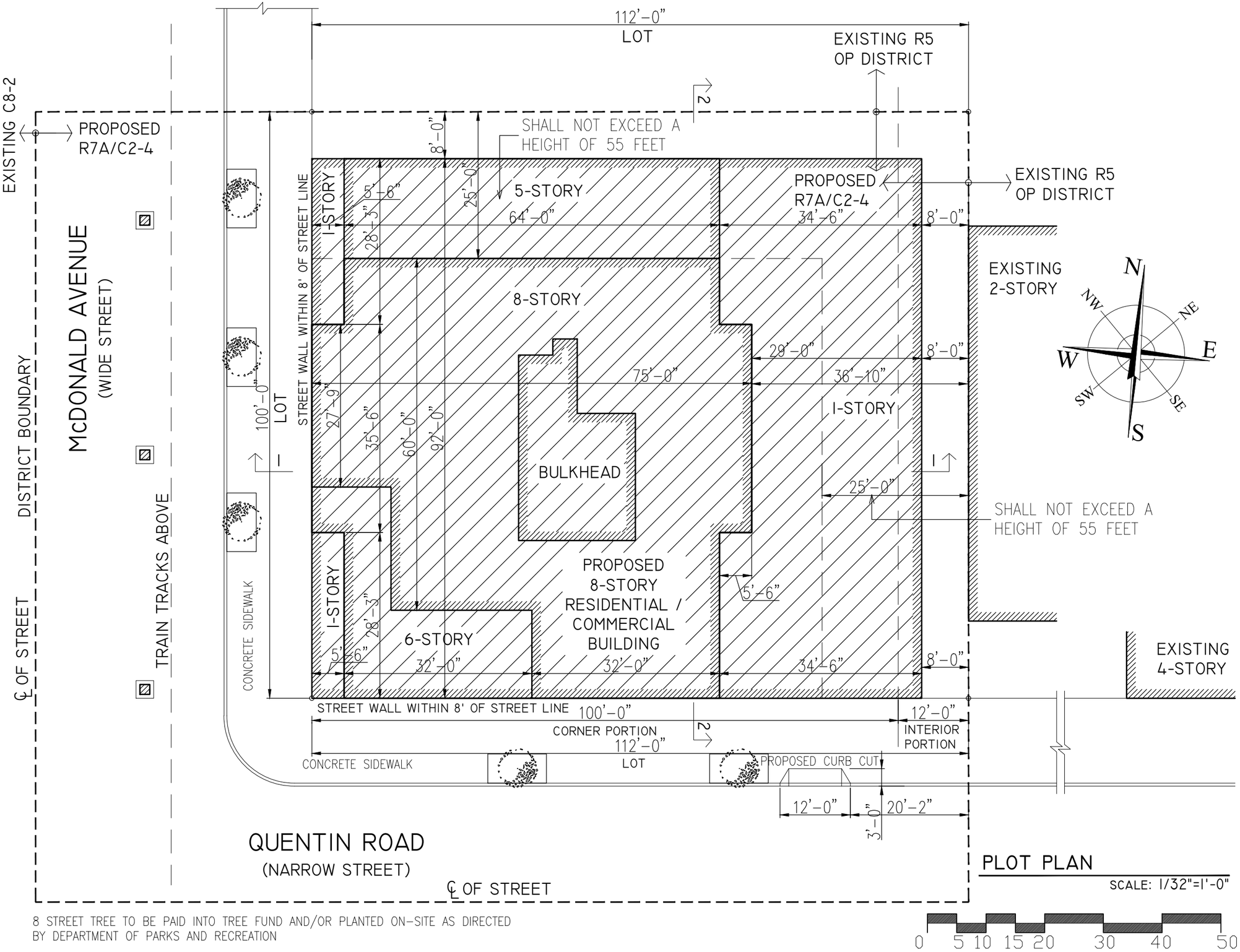
Open space, socioeconomic conditions, community facilities, land use and public policy, neighborhood character, and infrastructure analyses are needed only if construction activities would be long-term (lasting more than two years) or if construction would directly affect a technical area, such as by impeding access to a community facility. Neither is true in the case of the proposed action.

A cultural and historic resources analysis is required if in-ground disturbances or vibrations associated with project construction could undermine the foundation or

structural integrity of nearby structures of cultural or historic significance. In the case of the proposed action, there are no nearby structures with cultural or historic significance.

It is therefore not anticipated that the proposed project would result in any significant adverse construction impacts.

APPENDIX: SITE PLANS



8 STREET TREE TO BE PAID INTO TREE FUND AND/OR PLANTED ON-SITE AS DIRECTED BY DEPARTMENT OF PARKS AND RECREATION

PLOT PLAN

SCALE: 1/32"=1'-0"

REVISIONS

#	Date	Description

RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
ZONING / PLOT PLAN

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
Z-001.00
CAD FILE No:
1 OF 15

DOB BSCAN

ZONING ANALYSIS

#1881, 1885 MCDONALD AVE, BROOKLYN NY 11223
BLOCK: 6633 LOTS: 45, 48
LOT AREA: 100'X112'=11,200 SF
ZONE:R5 SPECIAL OCEAN PARKWAY DISTRICT
SUBDISTRICT: NO
PROPOSED ZONE: R7A / C2-4
ZONING MAP: 22D
CORNER LOT
FLOOD ZONE: NO
HISTORIC DISTRICT: NO
LANDMARK: NO
WITHIN 200' OF TA STRUCTURE: YES
ENVIRONMENTAL DESIGNATION (LITTLE E) : NO

SCOPE OF WORK: NEW 8-STORY AND CELLAR MIXED USE (RESIDENTIAL / COMMERCIAL) BUILDING. INCLUSIONARY HOUSING

OCCUPANCY (2014 CODE) / USE GROUPS :
CELLAR: ACCESSORY PARKING GARAGE, SPRINKLER ROOM, METER ROOMS.
STORAGE ACCESSORY TO COMMERCIAL USE, OCCUPANCY S-2, UG 2B, 6F
1ST FLOOR: OCCUPANCY M (RETAIL STORE) . UG 6A,
2ND FLOOR: OCCUPANCY R-2 (6 CLASS "A" DW. UNITS) . UG 2A
3RD FLOOR: OCCUPANCY R-2 (6 CLASS "A" DW. UNITS) . UG 2A
4TH FLOOR: OCCUPANCY R-2 (6 CLASS "A" DW. UNITS) . UG 2A
5TH FLOOR: OCCUPANCY R-2 (6 CLASS "A" DW. UNITS) . UG 2A
6TH FLOOR: OCCUPANCY R-2 (4 CLASS "A" DW. UNITS) . UG 2A
7TH FLOOR: OCCUPANCY R-2 (4 CLASS "A" DW. UNIT) . UG 2A
8TH FLOOR: OCCUPANCY R-2 (3 CLASS "A" DW. UNIT) . UG 2A

TOTAL 35 CLASS "A" DWELLING UNITS

CONSTRUCTION CLASS (2014 CODE) : I-B

ZR 35-011 QUALITY HOUSING PROGRAM
ALL BUILDINGS SHALL COMPLY WITH THE BULK REGULATIONS FOR QUALITY HOUSING BUILDINGS SET FORTH IN THIS CHAPTER, AND THE APPLICABLE PROVISIONS OF ARTICLE II, CHAPTER 8 (QUALITY HOUSING PROGRAM)

ZR 35-22 RESIDENTIAL BULK REGULATIONS IN C1 OR C2 DISTRICTS WHOSE BULK IS GOVERNED BY SURROUNDING RESIDENCE DISTRICT
THE BULK REGULATIONS FOR THE RESIDENCE DISTRICTS WITHIN WHICH SUCH COMMERCIAL DISTRICTS ARE MAPPED APPLY TO RESIDENTIAL PORTIONS OF BUILDINGS,

ZR 35-31 / 35-23 / 23-154 B) MAX RESIDENTIAL FAR
BASE FAR (FOR CORNER AND INTERIOR PORTIONS) : 3.45
MAX BASE "FA": 11,200 X 3.45= 38,640 SF
MAX PERMITTED FAR (WITH INCLUSIONARY HOUSING) : 4.6
MAX PERMITTED "FA" WITH INCLUSIONARY HOUSING: 11,200 X 4.6= 51,520 SF
FLOOR AREA MAY BE INCREASED ON A COMPENSATED ZONING LOT BY 1.25 SF FOR EACH SF OF LOW INCOME FLOOR AREA PROVIDED, HOWEVER, THE AMOUNT OF LOW INCOME FLOOR AREA REQUIRED TO RECEIVE FLOOR AREA COMPENSATION NEED NOT EXCEED 20 PERCENT OF THE TOTAL FLOOR AREA, EXCLUSIVE OF GROUND FLOOR NON-RESIDENTIAL FLOOR AREA,

ZR 35-31 / 33-122 MAX COMMERCIAL FAR: 2.0
MAX COMMERCIAL "FA": 11,200 X 2.0 = 22,400 SF
PROPOSED COMMERCIAL AREA

FLOOR	GROSS	FLOOR AREA
CELLAR	3,231.7	0
1ST FLOOR	5,798	5,798
TOTAL	9,029.7	5,798

PROPOSED TOTAL COMMERCIAL "FLOOR AREA": 5,798 SF

ZR 35-31 PROPOSED COMBINED FLOOR AREA (COM+RES) : 5,798 + 42,381.8= 48,179.8 SF, LESS THAN 51,520 SF. PROPOSED FAR: 48,179.8/11,200=4.30

COMBINED FLOOR AREA RATIO INCREASED THROUGH THE PROVISION OF AFFORDABLE HOUSING PURSUANT TO SECTION 23-90
30% OF ALL DWELLING UNITS PROPOSED TO BE INCOME-RESTRICTED HOUSING UNITS: 42,381.80 SF X 30%= 12,714.54 SF (35 UNITS X 30%= 11 UNITS)

ZR 23-153 MAX PERMITTED RESIDENTIAL LOT COVERAGE FOR CORNER PORTION = 100 %
ZR 23-153 MAX PERMITTED RESIDENTIAL LOT COVERAGE FOR INTERIOR PORTION = 65 %
CORNER LOT AREA PORTION: 10,000 SF = 89.28% OF TOTAL LOT AREA
INTERIOR LOT AREA PORTION: 1,200 SF = 10.72% OF TOTAL LOT AREA
ZR 77-24 ADJUSTED LOT COVERAGE: 100 X 89.28% + 65 X 10.72% = 89.28+6.968=96.248%= 10,779.776 SF

PROPOSED RESIDENTIAL LOT COVERAGE: 6,900 SF (BALCONIES INCLUDED) = 61.61%, LESS THAN 96.248%.
ZR 77-24 LOT COVERAGE
A BUILDING WHOSE LOT COVERAGE DOES NOT EXCEED THE ADJUSTED MAXIMUM PERCENTAGE OF LOT COVERAGE MAY BE LOCATED ANYWHERE ON SUCH ZONING LOT OR PORTION OF SUCH ZONING LOT, SUBJECT TO ALL OTHER REGULATIONS OF THIS RESOLUTION, AND PROVIDED THAT THE PERCENTAGE OF LOT COVERAGE FOR ANY PORTION OF THE ZONING LOT WITHIN ONE DISTRICT SHALL NOT EXCEED THE MAXIMUM PERCENTAGE OF LOT COVERAGE SPECIFIED FOR THAT DISTRICT, OR THE ADJUSTED MAXIMUM PERCENTAGE OF LOT COVERAGE FOR THE ZONING LOT, WHICHEVER IS GREATER.

PROPOSED RESIDENTIAL AREA

FLOOR	GROSS	FLOOR AREA
CELLAR	7,932.90	0
1 FLOOR	3,770.00	3,770.00
2 FLOOR	6,278.50	6,036.50
3 FLOOR	6,278.50	6,081.50
4 FLOOR	6,278.50	6,081.50
5 FLOOR	6,278.50	6,081.50
6 FLOOR	5,190.50	4,967.50
7 FLOOR	5,190.50	4,967.50
8 FLOOR	4,499.87	4,395.80
BULKHEAD	542.74	0
TOTAL	52,240.51	42,381.80

TOTAL RESIDENTIAL "FA": 42,381.80, LESS THAN 51,520 SF SF
PROPOSED RESIDENTIAL FAR: 42,381.80/11,200 = 3.78, LESS THAN 4.6 THUS OK

ZR 35-40 / 23-22 MAXIMUM NUMBER OF DWELLING UNITS OR ROOMING UNITS
(51,520 - 5,798) / 680= 67 D.U. PROPOSED: 35 D.U.

ZR 23-32 MINIMUM LOT AREA OR LOT WIDTH FOR RESIDENCES
MINIMUM LOT AREA: 1,700 SF MINIMUM LOT WIDTH: 18'
EXISTING LOT AREA: 11,200 SF EXISTING LOT WIDTH: 100'-0"

ZR 35-51 / FRONT YARDS: NA

ZR 35-52 / 23-462 SIDE YARDS
NOT REQUIRED. IF PROVIDED 8' MIN. PROPOSED: 0' AND 8'

ZR 23-542 ALONG SHORT DIMENSION OF BLOCK (LESS THAN 230')
REAR YARD NOT REQUIRED.
NOT REQUIRED FOR CORNER LOT PORTION

ZR 35-54 SPECIAL PROVISIONS APPLYING ADJACENT TO R1 THROUGH R5 DISTRICTS
ON ZONING LOTS ADJACENT TO ZONING LOTS IN R1, R2, R3, R4 OR R5 DISTRICTS,
A SIDE YARD AT LEAST EIGHT FEET WIDE SHALL BE PROVIDED ALONG THE ENTIRE LENGTH OF THE COMMON SIDE LOT LINE. SUCH SIDE YARD MAY BE USED FOR ACCESSORY PARKING.

ZR 35-61 ALL BUILDINGS SHALL COMPLY WITH THE BULK REGULATIONS FOR QUALITY HOUSING BUILDINGS SET FORTH IN SECTIONS 23-62 (PERMITTED OBSTRUCTIONS) AND 23-66 (HEIGHT AND SETBACK REQUIREMENTS FOR QUALITY HOUSING BUILDINGS) , AS MODIFIED BY SECTION 35-65

35-65 HEIGHT AND SETBACK REQUIREMENTS FOR QUALITY HOUSING BUILDINGS
THE STREET WALL LOCATION PROVISIONS OF SECTIONS 35-651 AND THE HEIGHT AND SETBACK PROVISIONS OF SECTION 35-652, SHALL APPLY TO QUALITY HOUSING BUILDINGS. IN CERTAIN DISTRICTS, THE HEIGHTS SET FORTH IN SECTION 35-652 MAY BE INCREASED PURSUANT TO EITHER THE PROVISIONS OF SECTION 35-653 (TOWER REGULATIONS) OR 35-654 (MODIFIED HEIGHT AND SETBACK REGULATIONS FOR CERTAIN INCLUSIONARY HOUSING BUILDINGS OR AFFORDABLE INDEPENDENT RESIDENCES FOR SENIORS) , AS APPLICABLE.
ADDITIONAL PROVISIONS ARE SET FORTH IN SECTION 35-655, THE HEIGHT OF ALL BUILDINGS OR OTHER STRUCTURES SHALL BE MEASURED FROM THE BASE PLANE.
IN ALL SUCH DISTRICTS, THE PERMITTED OBSTRUCTIONS PROVISIONS OF SECTION 33-42 SHALL APPLY TO ANY BUILDING OR OTHER STRUCTURE.
IN ADDITION, A DORMER MAY BE ALLOWED AS A PERMITTED OBSTRUCTION PURSUANT TO PARAGRAPH (C) (1) OF SECTION 23-621 (PERMITTED OBSTRUCTIONS IN CERTAIN DISTRICTS) .

ZR 35-651 STREET WALL LOCATION
A) (1) AT LEAST 70 PERCENT OF THE AGGREGATE WIDTH OF STREET WALLS SHALL BE LOCATED WITHIN EIGHT FEET OF THE STREET LINE AND SHALL EXTEND TO AT LEAST THE MINIMUM BASE HEIGHT SPECIFIED IN SECTIONS 35-652 AND 23-662 (MAXIMUM HEIGHT OF BUILDINGS AND SETBACK REGULATIONS) , OR THE HEIGHT OF THE BUILDING, WHICHEVER IS LESS. UP TO 30 PERCENT OF THE AGGREGATE WIDTH OF STREET WALLS MAY BE RECESSED BEYOND EIGHT FEET OF THE STREET LINE, PROVIDED THAT ANY SUCH RECESSES DEEPER THAN TEN FEET ALONG A WIDE STREET OR 15 FEET ALONG A NARROW STREET ARE LOCATED WITHIN AN OUTER COURT;

(3) FOR ZONING LOTS BOUNDED BY MORE THAN ONE STREET LINE, THESE STREET WALL LOCATION PROVISIONS SHALL BE MANDATORY ALONG ONLY ONE STREET LINE; AND

(4) WHERE ONLY ONE STREET LINE IS COINCIDENT WITH THE BOUNDARY OF A COMMERCIAL DISTRICT MAPPED ALONG AN ENTIRE BLOCK FRONT, THE STREET WALL LOCATION PROVISIONS SHALL APPLY ALONG SUCH COINCIDENT STREET LINE. FOR ALL OTHER ZONING LOTS, THE STREET WALL LOCATION PROVISIONS SHALL APPLY ALONG AT LEAST ONE STREET LINE.

C) SETBACK REQUIREMENTS
1) ON WIDE STREET: 10'. ON NARROW STREET: 15'
2) THE DEPTH OF SUCH REQUIRED SETBACK MAY BE REDUCED BY ONE FOOT FOR EVERY FOOT THAT THE STREET WALL IS LOCATED BEYOND THE STREET LINE, BUT IN NO EVENT SHALL A SETBACK OF LESS THAN SEVEN FEET IN DEPTH BE PROVIDED

ZR 35-652 MAXIMUM HEIGHT OF BUILDINGS AND SETBACK REGULATIONS
(c) SPECIAL HEIGHTS FOR CERTAIN QUALITY HOUSING BUILDINGS WITH QUALIFYING GROUND FLOORS

FOR QUALITY HOUSING BUILDINGS WITH QUALIFYING GROUND FLOORS UTILIZING THE ADDITIONAL HEIGHTS PERMITTED IN THIS SECTION, THE MAXIMUM NUMBER OF STORIES SET FORTH IN TABLE 2 OF PARAGRAPH (B) OF SECTION 23-662 SHALL ALSO APPLY, AND THE HEIGHT OF SUCH BUILDING WITH A QUALIFYING GROUND FLOOR SHALL NOT EXCEED THE MAXIMUM HEIGHT LIMIT SPECIFIED FOR THE APPLICABLE DISTRICT IN SUCH TABLE, OR THE MAXIMUM NUMBER OF STORIES, WHICHEVER IS LESS.
(2) ALONG PRIMARY STREET FRONTAGES
FOR BUILDINGS, OR PORTIONS THEREOF, WITH PRIMARY STREET FRONTAGE, AS DEFINED IN SECTION 37-311, USES ON THE FIRST STORY, TO THE MINIMUM DEPTH SET FORTH IN SECTION 37-32 (GROUND FLOOR DEPTH REQUIREMENTS FOR CERTAIN USES) , SHALL BE LIMITED TO NON-RESIDENTIAL USES, EXCEPT FOR TYPE 1 LOBBIES IN C1 OR C2 DISTRICTS, TYPE 2 LOBBIES IN C4, C5 OR C6 DISTRICTS, ENTRANCES AND EXITS TO ACCESSORY PARKING SPACES, AND ENTRYWAYS TO SUBWAY STATIONS, WHERE APPLICABLE, PROVIDED IN ACCORDANCE WITH SECTION 37-33 (MAXIMUM WIDTH OF CERTAIN USES) .

ZR 23-662 B)
MAX BASE HEIGHT: 75'. PROPOSED BASE HEIGHT: 73'-0"
MAX BUILDING HEIGHT: 85'. PROPOSED BUILDING HEIGHT: 83'-0".
MAX NUMBER OF STORIES: 8. PROPOSED STORIES: 8. SEE HEIGHT DIAGRAMS .

QUALIFYING GROUND FLOOR
A QUALIFYING GROUND FLOOR SHALL REFER TO THE GROUND FLOOR OF A DEVELOPMENT OR ENLARGEMENT OF A QUALITY HOUSING BUILDING, ON A ZONING LOT, OR PORTION THEREOF, WHERE:
(a) THE LEVEL OF THE FINISHED FLOOR OF THE SECOND STORY IS 13 FEET OR MORE ABOVE THE LEVEL OF THE ADJOINING SIDEWALK; AND
(b) SUPPLEMENTAL GROUND FLOOR PROVISIONS SET FORTH IN PARAGRAPH
(b) OF SECTION 23-662 OR PARAGRAPH (B) OF SECTION 35-652, AS APPLICABLE, ARE MET IN THE FOLLOWING DISTRICTS:

(1) C2 DISTRICTS MAPPED WITHIN R7A DISTRICTS LOCATED OUTSIDE THE MANHATTAN CORE;

ZR 26-52 GROUND FLOOR USE AND DEPTH REQUIREMENTS
FOR BUILDINGS, OR PORTIONS THEREOF, WITH GROUND FLOOR USE AND DEPTH REQUIREMENTS, USES ON THE FIRST STORY OF A BUILDING, AND WITHIN 15 FEET OF THE GROUND FLOOR LEVEL STREET WALL#, SHALL BE LIMITED TO COMMUNITY FACILITY USES, EXCEPT FOR LOBBIES, ENTRANCES AND EXITS TO ACCESSORY PARKING FACILITIES, AND ENTRYWAYS TO SUBWAY STATIONS, AS APPLICABLE, PROVIDED IN ACCORDANCE WITH SECTION 26-53 (MAXIMUM WIDTH OF CERTAIN USES) .
HOWEVER, SUCH MINIMUM DEPTH REQUIREMENT MAY BE REDUCED, TO THE MINIMUM EXTENT NECESSARY, TO ACCOMMODATE VERTICAL CIRCULATION CORES OR STRUCTURAL COLUMNS ASSOCIATED WITH UPPER STORIES OF THE BUILDING.

ZR 23-693 SPECIAL PROVISIONS APPLYING ADJACENT TO R1 THROUGH R6B DISTRICTS
IN R7A, THE DEVELOPMENT OR ENLARGEMENT OF A BUILDING OR PORTIONS THEREOF, WITHIN 25 FEET OF AN R1, R2, R3, R4 OR R5 DISTRICT, OTHER THAN AN R5D DISTRICT, SHALL NOT EXCEED A HEIGHT OF 55 FEET, AND WITHIN 25 FEET OF AN R5D OR R6B DISTRICT SHALL NOT EXCEED A HEIGHT OF 65 FEET.

ZR 36-33 REQUIREMENTS WHERE GROUP PARKING FACILITIES ARE PROVIDED.
FOR RESIDENCES DEVELOPED UNDER SINGLE OWNERSHIP OR CONTROL WHERE GROUP PARKING FACILITIES ARE PROVIDED, THE NUMBER OF REQUIRED ACCESSORY OFF-STREET PARKING SPACES IS AS SET FORTH IN SECTION 25-23 (REQUIREMENTS WHERE GROUP PARKING FACILITIES ARE PROVIDED) , FOR THE APPLICABLE RESIDENCE DISTRICT, AS DETERMINED IN ACCORDANCE WITH SECTION 35-22 OR 35-23. FOR THE PURPOSE OF DETERMINING THE NUMBER OF REQUIRED ACCESSORY OFF-STREET PARKING SPACES FOR SUCH RESIDENCES IN C4-4 DISTRICTS, THE REGULATIONS OF AN R7-2 DISTRICT SHALL APPLY.

ZR 36-33 / 25-231 / 25-241 PARKING
PARKING IS WAIVED FOR 11 AFFORDABLE UNITS (30%) AS PER ZR 25-25 AND ZR 74-533
REQUIRED: (35-11) X 30%= 24 X 30% = 7 SPACES. PROPOSED: 15 IN CELLAR GARAGE.

ZR 25-231 MODIFICATION OF REQUIREMENTS TO FACILITATE AFFORDABLE HOUSING
WITHIN THE TRANSIT ZONE, THE CITY PLANNING COMMISSION MAY PERMIT A REDUCTION IN THE PARKING REQUIREMENTS SET FORTH IN SECTION 25-23 IN ACCORDANCE WITH THE PROVISIONS OF SECTION 74-533 (REDUCTION OF PARKING SPACES TO FACILITATE AFFORDABLE HOUSING) .

ZR 74-533 REDUCTION OF PARKING SPACES TO FACILITATE AFFORDABLE HOUSING
IN ALL DISTRICTS IN THE TRANSIT ZONE, THE CITY PLANNING COMMISSION MAY PERMIT A WAIVER OF, OR A REDUCTION IN, THE NUMBER OF REQUIRED ACCESSORY OFF-STREET PARKING SPACES FOR DWELLING UNITS IN A DEVELOPMENT OR ENLARGEMENT THAT INCLUDES AT LEAST 20 PERCENT OF ALL DWELLING UNITS AS INCOME-RESTRICTED HOUSING UNITS AS DEFINED IN SECTION 12-10 (DEFINITIONS) , PROVIDED THAT THE COMMISSION FINDS THAT SUCH WAIVER OR REDUCTION:
(a) WILL FACILITATE SUCH DEVELOPMENT OR ENLARGEMENT, SUCH FINDING SHALL BE MADE UPON CONSULTATION WITH THE DEPARTMENT OF HOUSING PRESERVATION AND DEVELOPMENT;
(b) WILL NOT CAUSE TRAFFIC CONGESTION; AND
(c) WILL NOT HAVE UNDUE ADVERSE EFFECTS ON RESIDENTS, BUSINESSES OR COMMUNITY FACILITIES IN THE SURROUNDING AREA, AS APPLICABLE, INCLUDING THE AVAILABILITY OF PARKING SPACES FOR SUCH USES.

ZR 25-811 BICYCLE PARKING
REQUIRED: 1 PER 2 DWELLING UNITS: 35/2=18. PROPOSED IN CELLAR

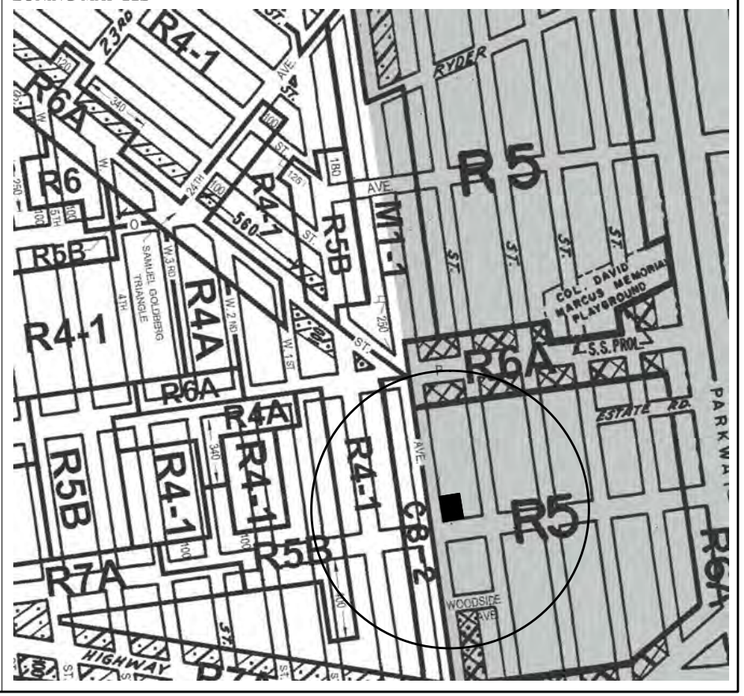
ZR 23-03 / 26-41 REQUIRED STREET TREES: 212'/25'= 8.
8 STREET TREE TO BE PAID INTO TREE FUND AS DIRECTED BY DEPARTMENT OF PARKS AND RECREATION

ZR 23-04 PLANTING STRIPS NOT REQUIRED IN C2-4

ZR 36-21 COMMERCIAL PARKING
5,798 SF / 1,000 = 6 SPACES. WAIVED AS PER ZR 36-232 (LESS THAN 40 SPACES REQ'D)

ZR 28-21 REQUIRED RECREATION SPACE
MIN REQ'D: 42,381.8 X 3.3%= 1,398.6 SF
PROPOSED: 1,563 SF OUTDOOR RECREATION SPACE AT 2ND FLOOR (ROOF OF 1ST FLOOR)

ZONING MAP 22D



It is a violation of the law for any person, unless acting under the direction of a licensed architect, to alter an item in any way.

REVISIONS

#	Date	Description

RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

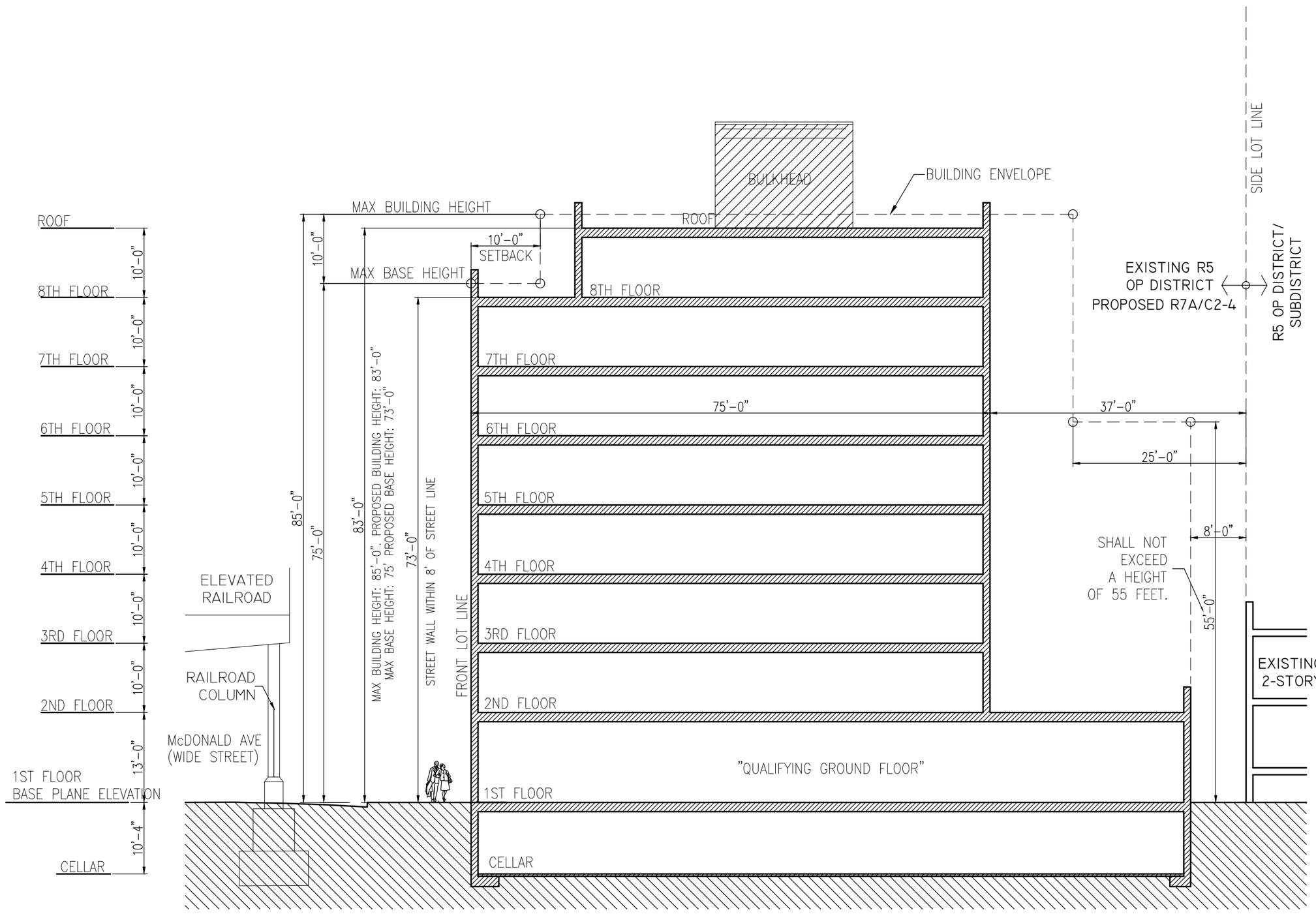
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
ZONING ANALYSIS / ZONING MAP

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
Z-002.00
CAD FILE No:
2 OF 15

DOB BSCAN



HEIGHT DIAGRAM 1

SCALE: NTS

REVISIONS

#	Date	Description

RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

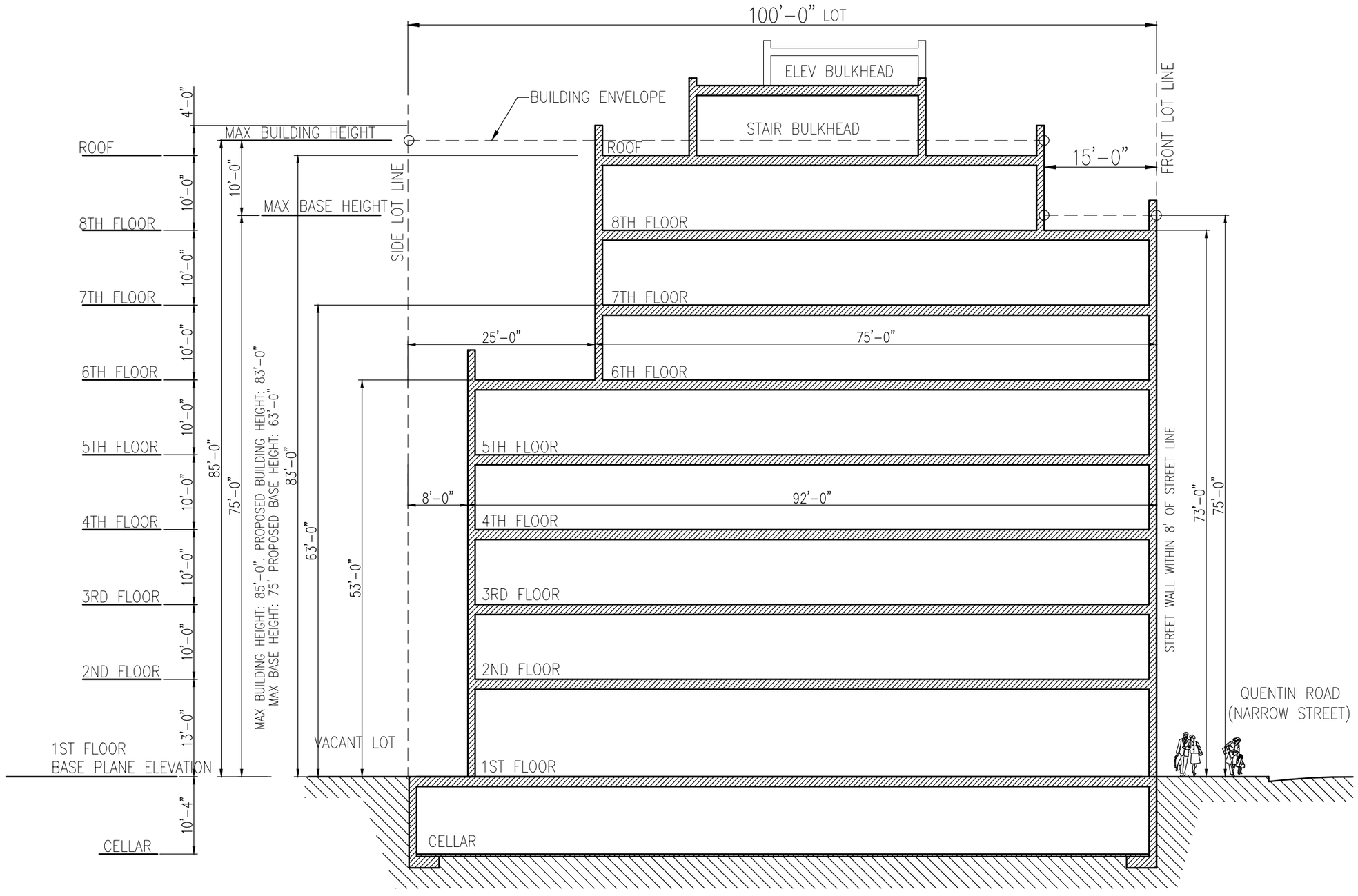
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
HEIGHT DIAGRAM 1

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
Z-003.00
CAD FILE No:

DOB BSCAN



HEIGHT DIAGRAM 2

SCALE: NTS

REVISIONS

#	Date	Description

RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

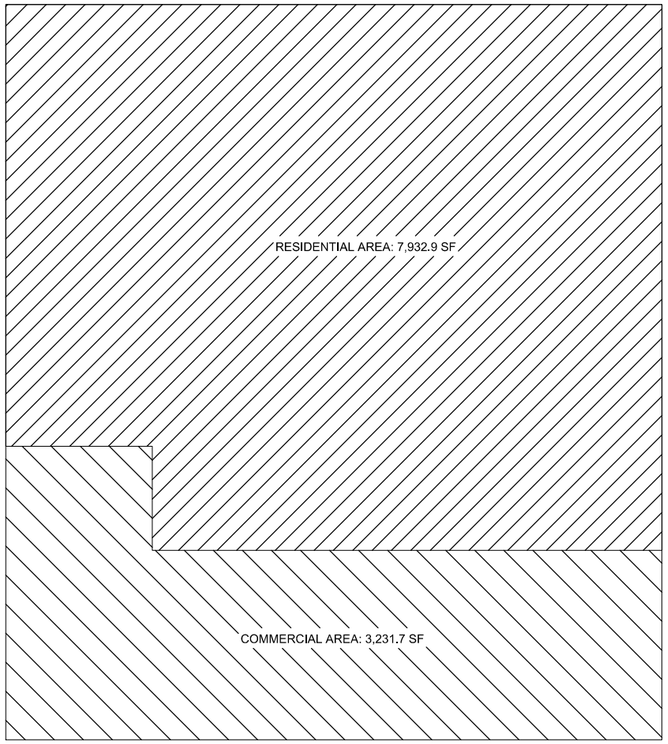
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
HEIGHT DIAGRAM 2

SEAL & SIGNATURE

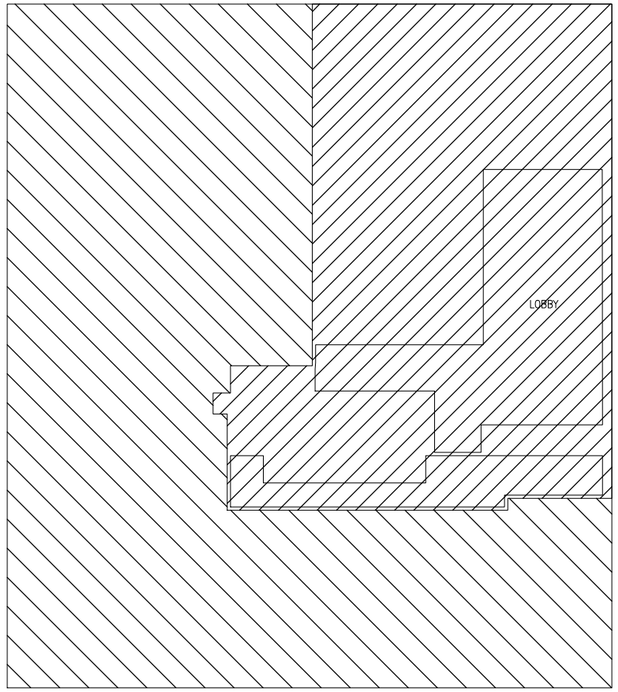
DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
Z-004.00
CAD FILE No:

DOB BSCAN



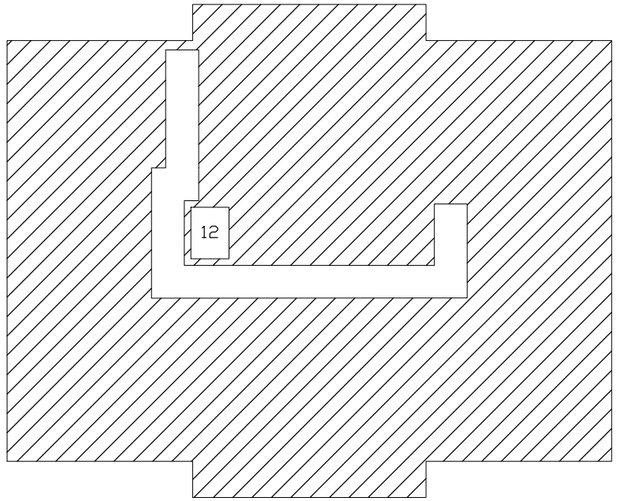
CELLAR

TOTAL GROSS AREA: 11,164.6 SF. ZONING FLOOR AREA: 0 SF
COMMERCIAL AREA: 3,231.7 SF
RESIDENTIAL AREA: 7,932.9 SF



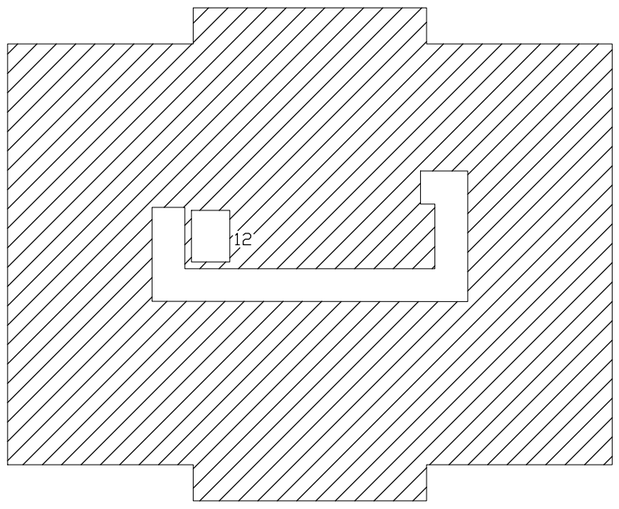
1ST FLOOR

TOTAL FLOOR AREA: 9,568 SF
COMMERCIAL FLOOR AREA: 5,798 SF
RESIDENTIAL FLOOR AREA: 3,770 SF



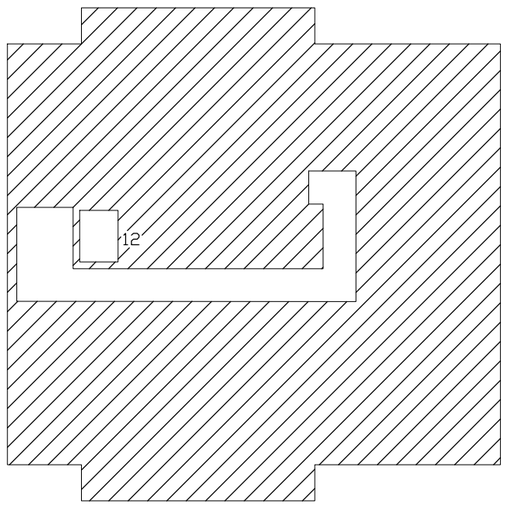
2ND FLOOR

GROSS AREA: 6,278.50 SF
DEDUCTIONS: 242 SF
FLOOR AREA: 6,036.5 SF



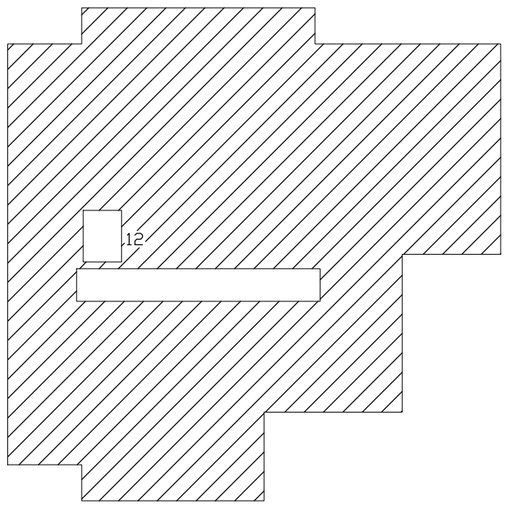
3,4,5TH FLOORS

GROSS AREA: 6,278.50 SF
DEDUCTIONS: 197 SF
FLOOR AREA: 6,081.5 SF



6,7TH FLOORS

GROSS AREA: 5,190.5 SF
DEDUCTIONS: 223 SF
FLOOR AREA: 4,967.5 SF



8TH FLOOR

GROSS AREA: 4,499.87 SF
DEDUCTIONS: 104 SF
FLOOR AREA: 4,395.8 SF

REVISIONS

#	Date	Description

RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

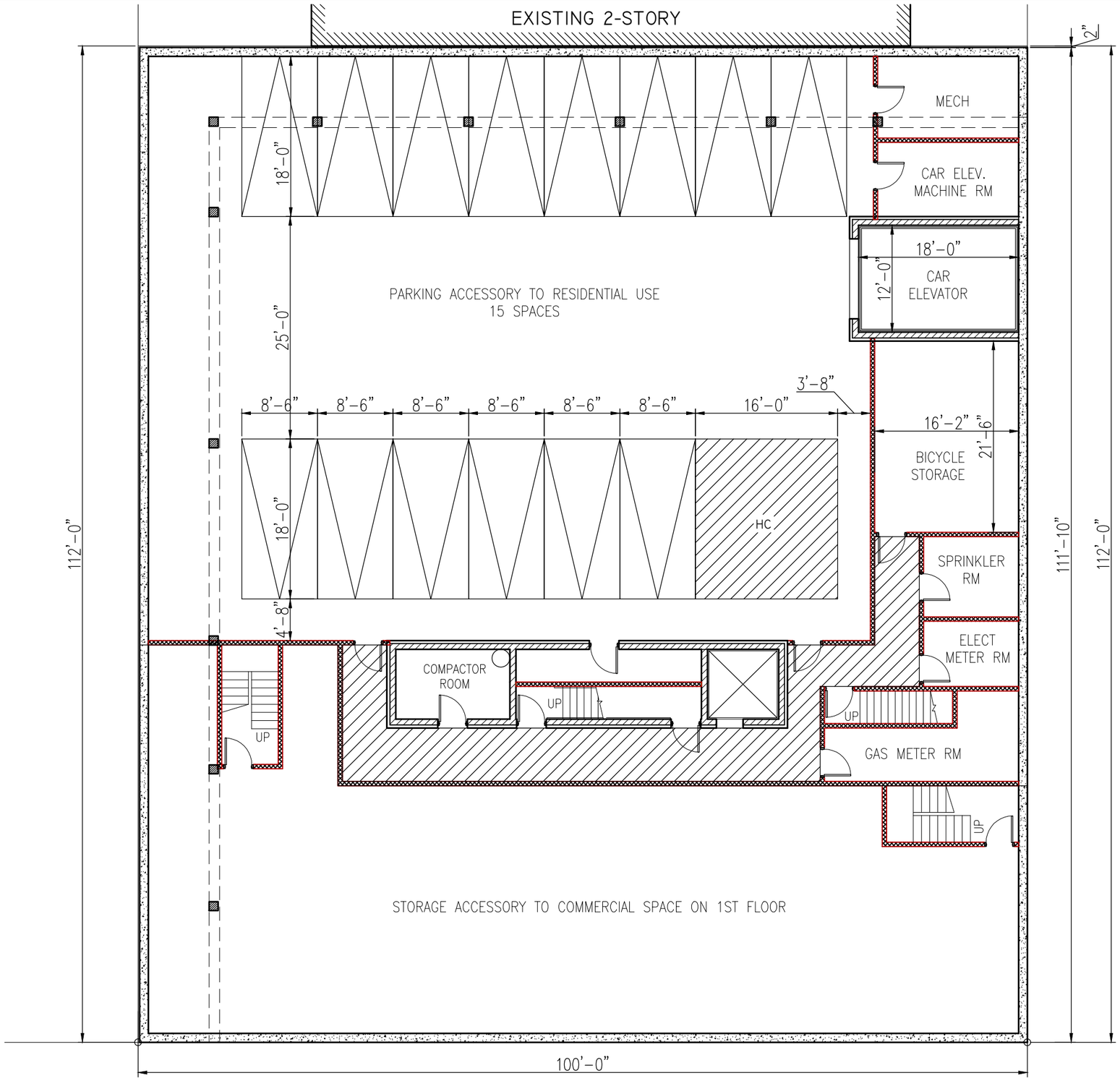
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
FLOOR AREA CALCULATIONS

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
Z-005.00
CAD FILE No:
5 OF 15

DOB BSCAN



CELLAR FLOOR PLAN

SCALE: NTS

REVISIONS

#	Date	Description

RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

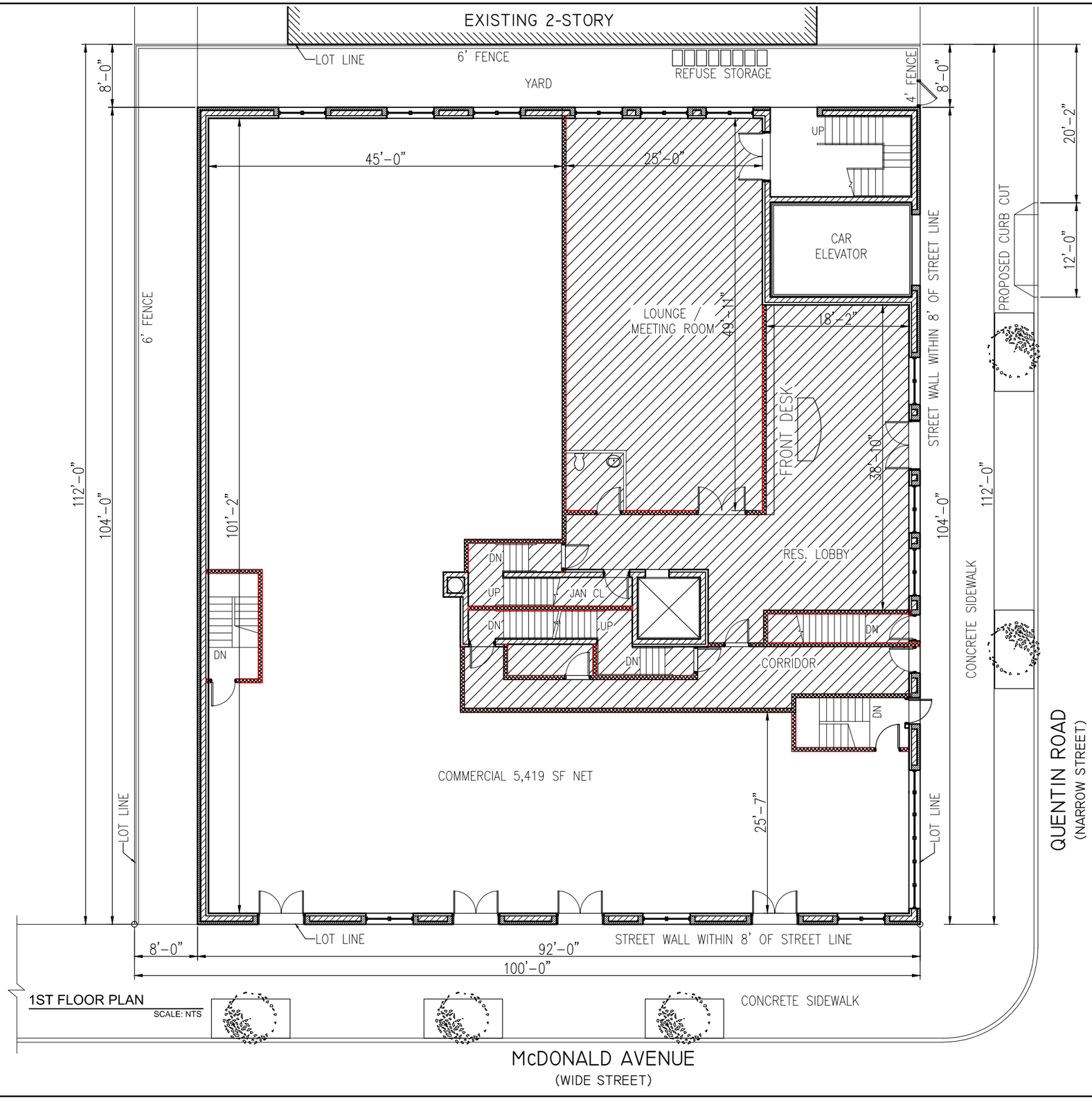
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
SCHEMATIC CELLAR FLOOR PLAN

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
A-001.00
CAD FILE No:
6 OF 15

DOB BSCAN



REVISIONS

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RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

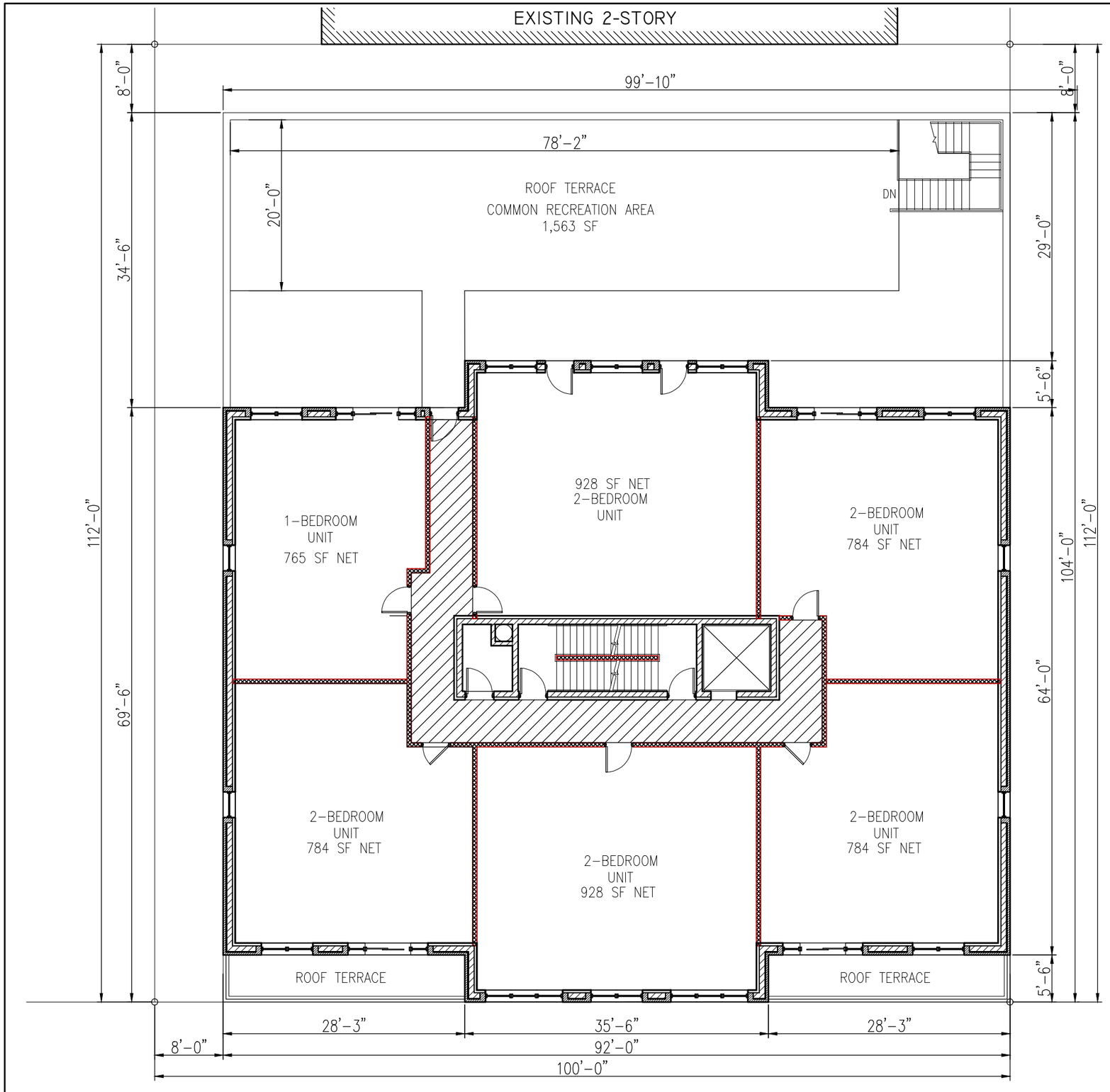
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
SCHEMATIC 1ST FLOOR PLAN

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
A-002.00
CAD FILE No:

DOB BSCAN



2ND FLOOR PLAN

SCALE: NTS

REVISIONS

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RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

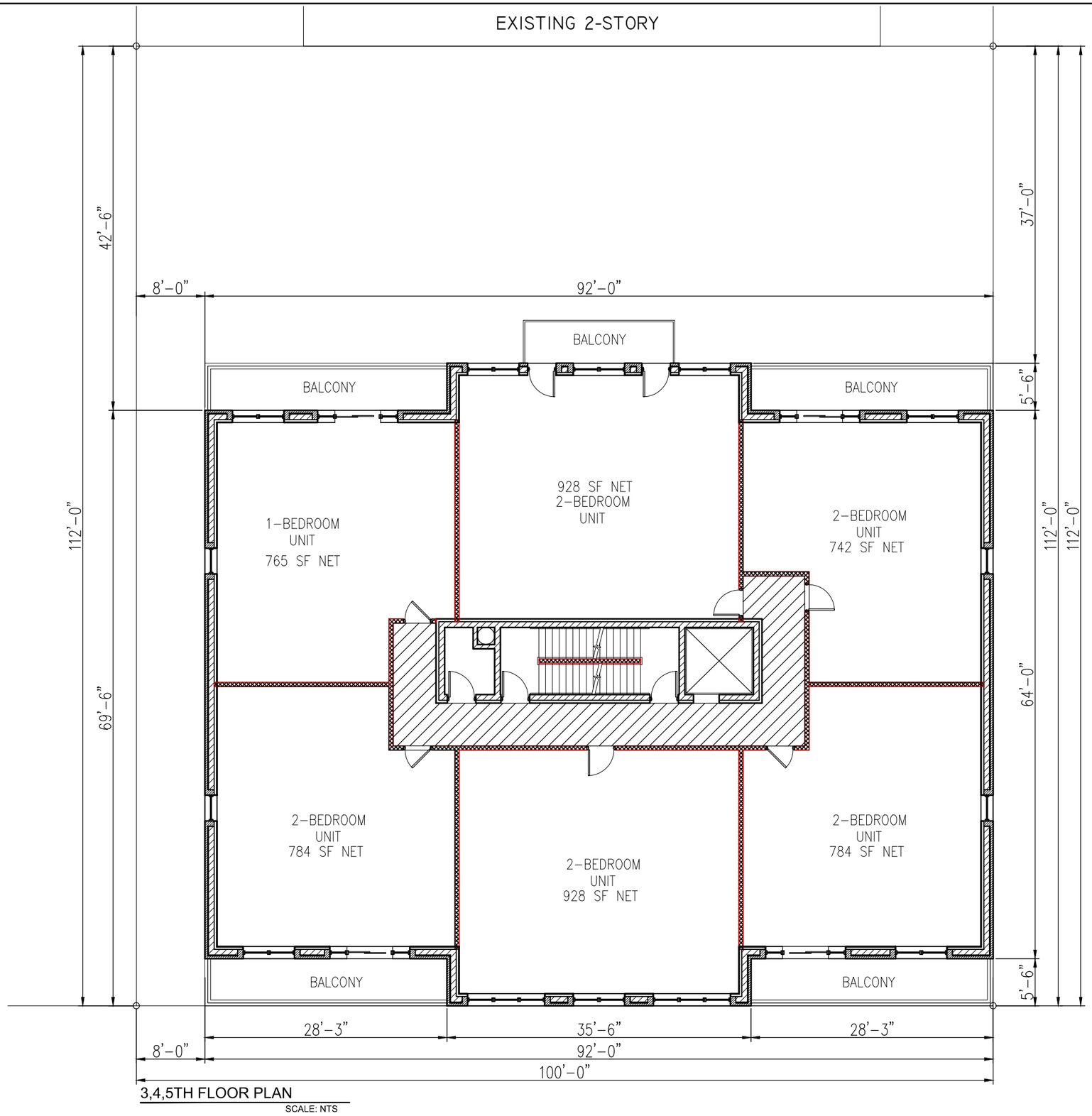
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
SCHEMATIC 2ND FLOOR PLAN

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
A-003.00
CAD FILE No:

DOB BSCAN



3,4,5TH FLOOR PLAN

SCALE: NTS

REVISIONS

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RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

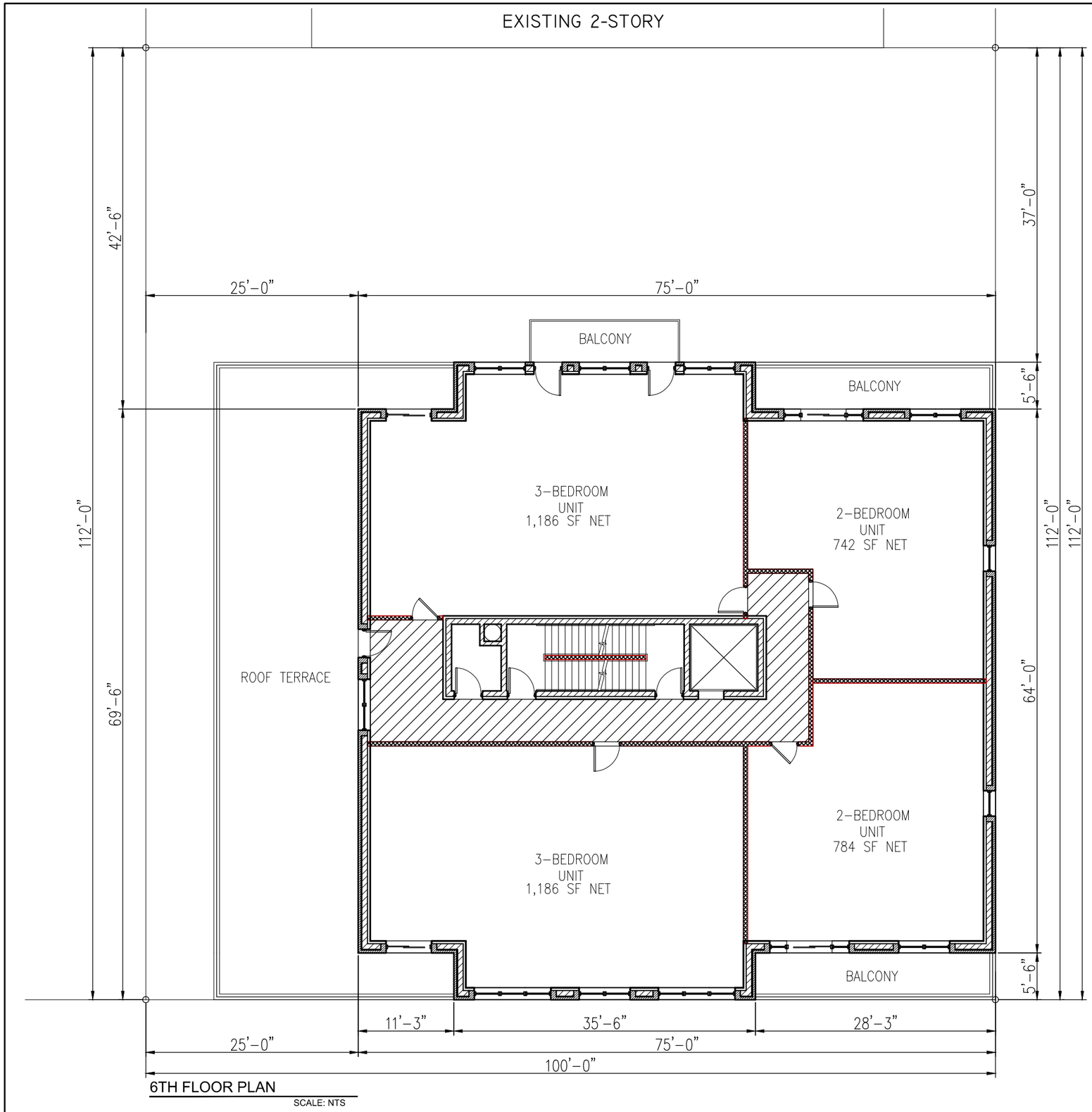
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
SCHEMATIC 3,4,5,6TH FLOOR PLAN

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
A-004.00
CAD FILE No:

DOB BSCAN



6TH FLOOR PLAN

SCALE: NTS

REVISIONS

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RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

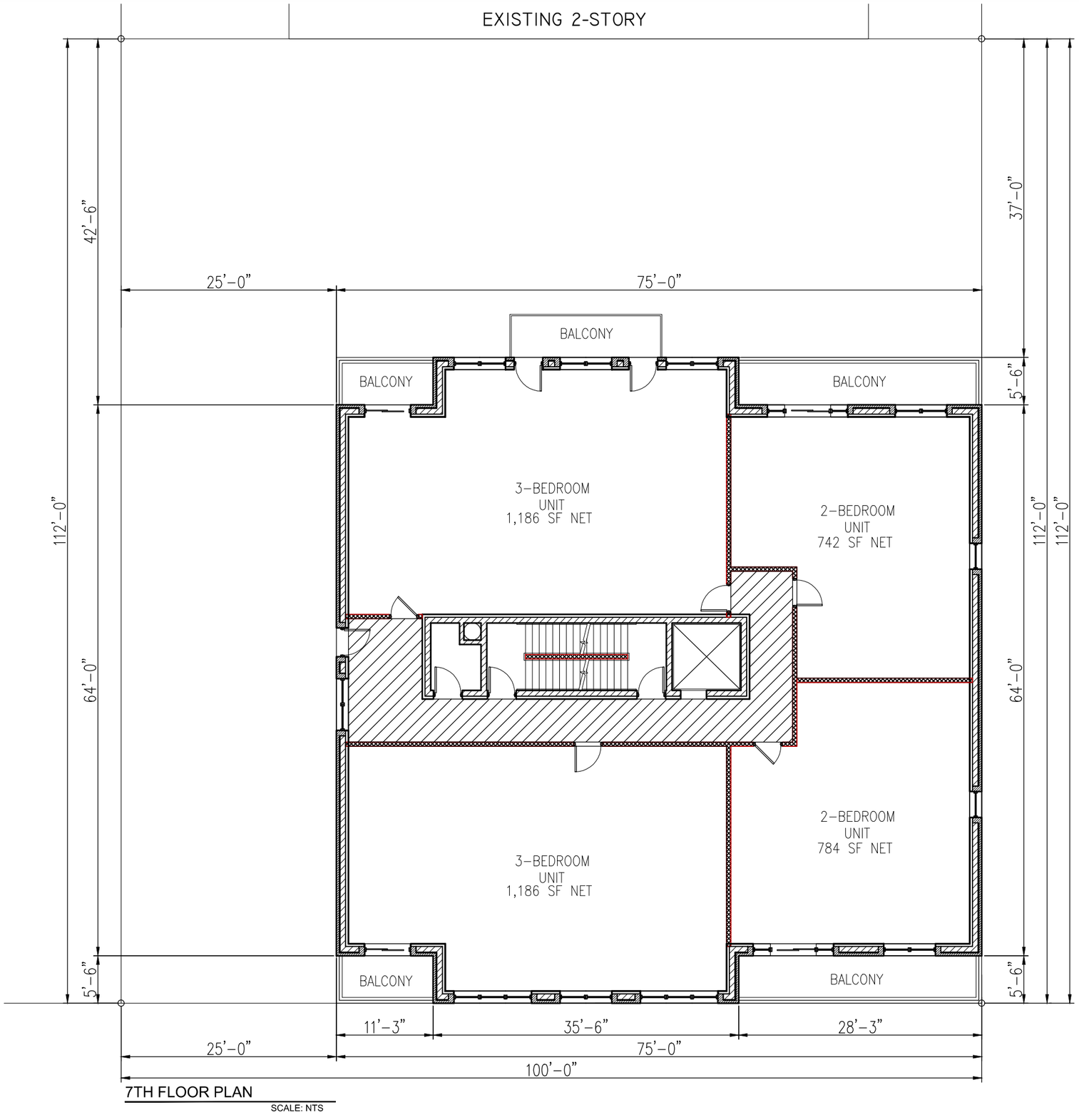
DRAWING TITLE
SCHEMATIC 7TH FLOOR PLAN

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
A-005.00
CAD FILE No:
10 OF 15

DOB BSCAN

EXISTING 2-STORY



7TH FLOOR PLAN

SCALE: NTS

REVISIONS

#	Date	Description

RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

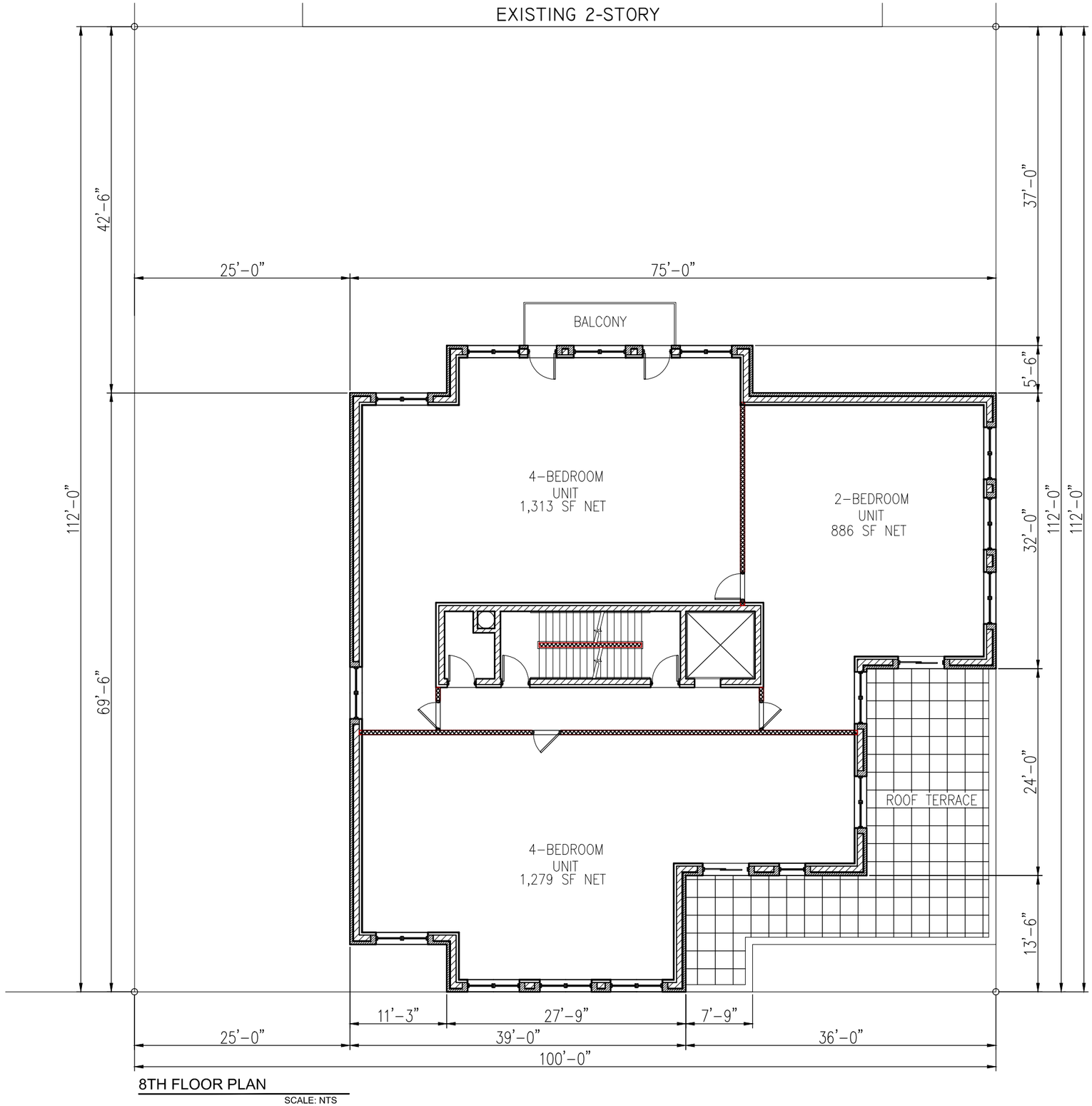
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
SCHEMATIC 8TH FLOOR PLAN

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
A-006.00
CAD FILE No:

DOB BSCAN



8TH FLOOR PLAN

SCALE: NTS

REVISIONS

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ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

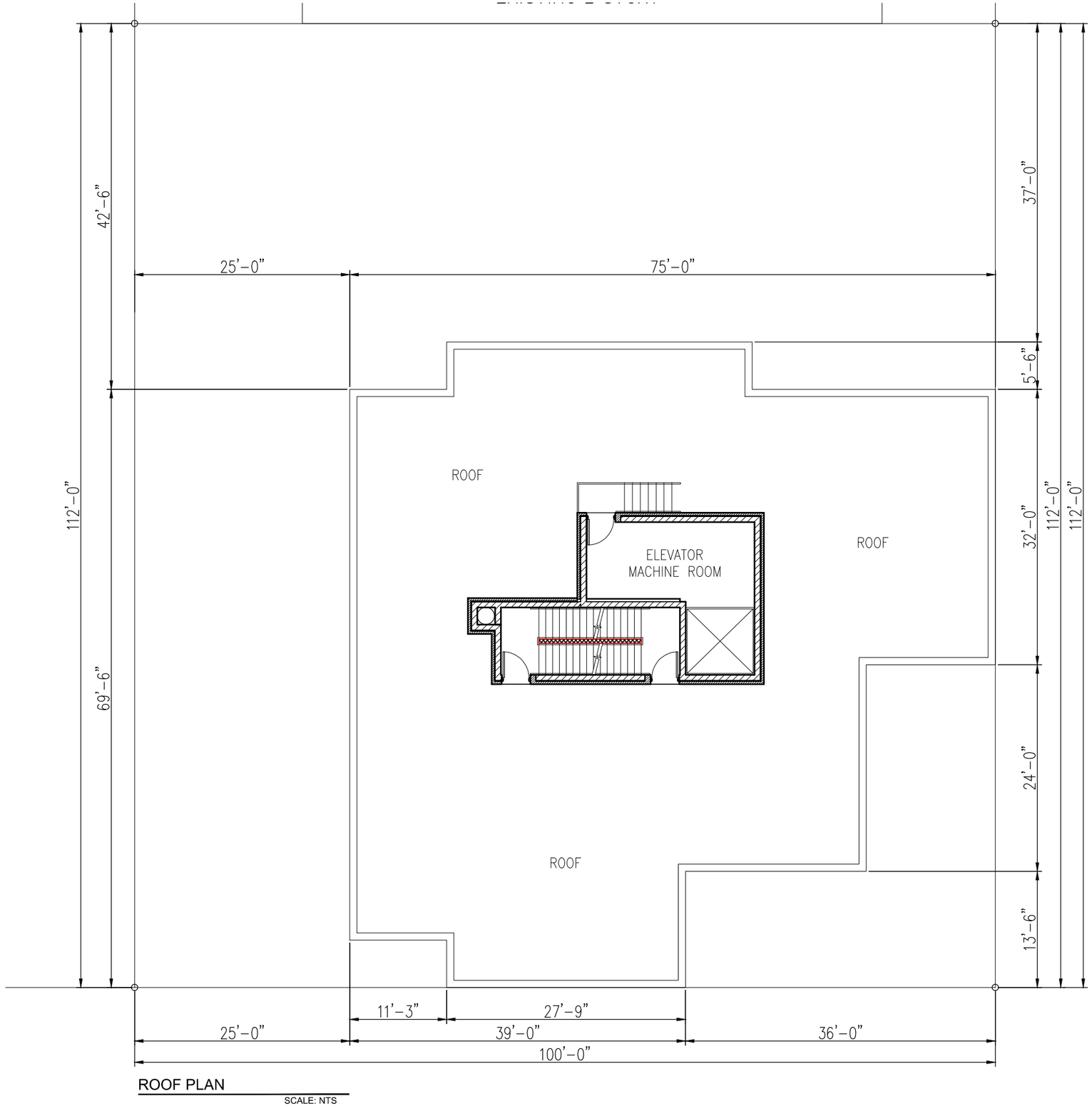
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
SCHEMATIC 8TH FLOOR PLAN

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
A-007.00
CAD FILE No:
12 OF 15

DOB BSCAN



ROOF PLAN

SCALE: NTS

REVISIONS

#	Date	Description

RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

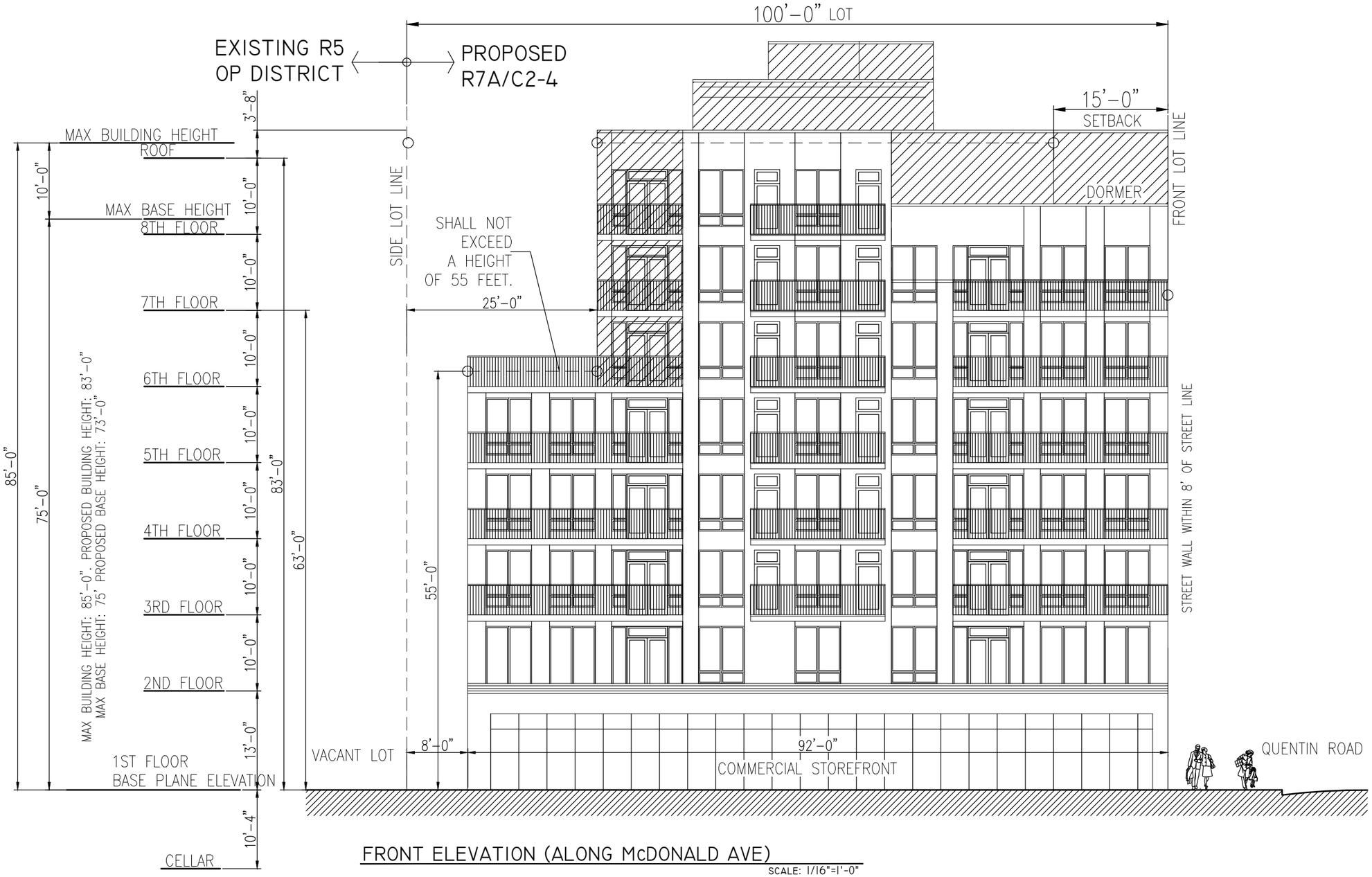
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
SCHEMATIC ROOF PLAN

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
A-008.00
CAD FILE No:

DOB BSCAN



FRONT ELEVATION (ALONG McDONALD AVE)

SCALE: 1/16"=1'-0"

REVISIONS

#	Date	Description

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ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
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Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

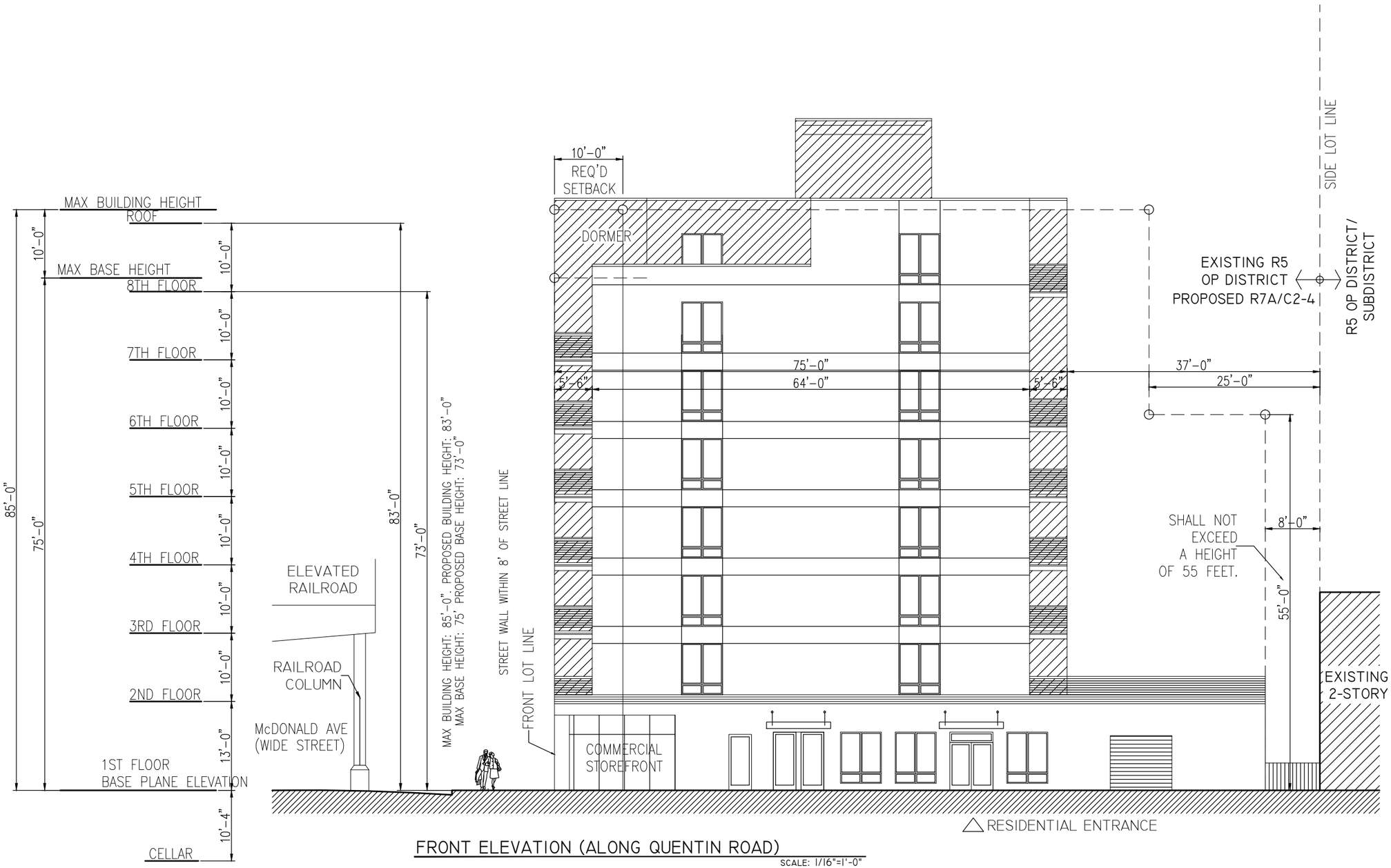
PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
SCHEMATIC FRONT ELEVATION

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
A-009.00
CAD FILE No:

DOB BSCAN



FRONT ELEVATION (ALONG QUENTIN ROAD)

SCALE: 1/16"=1'-0"

REVISIONS

#	Date	Description

RSLN
ARCHITECTURE PLLC
1732 East 12 Street
Brooklyn, NY 11229
Tel. 347 374 5654
Fax. 347 713 3158
RSLN@RSLNArchitecture.com
Architecture - Planning - Interior Design

ARCHITECT:
OWNER:
APPLICATION:

PROJECT NAME
NEW 8-STORY & CELLAR
MIXED USE BUILDING. R7A / C2-4

PROJECT LOCATION
1881 McDonald Avenue,
Brooklyn NY 11223

DRAWING TITLE
SCHEMATIC FRONT ELEVATION

SEAL & SIGNATURE

DATE:
PROJECT No:
DRAWING BY:
CHK BY:
DWG No:
A-010.00
CAD FILE No:
15 OF 15

DOB BSCAN

APPENDIX: NOISE BACKUP

Serial Number	1367937
Start Date & Time	6/15/2017 16:33
Duration HH:MM:SS	1:00:07
Notes	
LAeq	79.4 dB
LAFmax with Time	96.3 dB (6/15/2017 4:39:23 PM)
LAFmin with Time	53.2 dB (6/15/2017 5:31:20 PM)
LAF 10%	78.0 dB
LAF 50%	64.0 dB
LAF 90%	60.0 dB
Response	Free Field
End Date & Time	6/15/2017 17:33
Pause Duration HH:MM:SS	0:00:00
Calibration (Before) Date	6/15/2017 16:31
Calibration (Before) SPL	114.0 dB
Calibration (After) Date	----
Calibration Drift	-0.3 dB
Overload	No
Battery Low	No
Result	Cumulative Result

Serial Number	1367937
Start Date & Time	6/15/2017 7:32
Duration HH:MM:SS	1:10:05
Notes	
LAeq	79.5 dB
LAFmax with Time	96.6 dB (6/15/2017 8:39:27 AM)
LAFmin with Time	53.5 dB (6/15/2017 8:21:44 AM)
LAF 10%	82.0 dB
LAF 50%	66.5 dB
LAF 90%	60.5 dB
Response	Free Field
End Date & Time	6/15/2017 8:42
Pause Duration HH:MM:SS	0:04:41
Calibration (Before) Date	6/15/2017 7:27
Calibration (Before) SPL	114.0 dB
Calibration (After) Date	6/15/2017 8:46
Calibration Drift	0.0 dB
Overload	No
Battery Low	No
Result	Cumulative Result

Serial Number	1367937
Start Date & Time	6/15/2017 8:47
Duration HH:MM:SS	0:20:06
Notes	
LAeq	65.5 dB
LAFmax with Time	89.4 dB (6/15/2017 8:55:14 AM)
LAFmin with Time	54.6 dB (6/15/2017 9:01:06 AM)
LAF 10%	68.5 dB
LAF 50%	62.0 dB
LAF 90%	58.5 dB
Response	Free Field
End Date & Time	6/15/2017 9:07
Pause Duration HH:MM:SS	0:00:00
Calibration (Before) Date	6/15/2017 8:46
Calibration (Before) SPL	114.0 dB
Calibration (After) Date	6/15/2017 11:56
Calibration Drift	0.1 dB
Overload	No
Battery Low	No
Result	Cumulative Result

Serial Number	1367937
Start Date & Time	6/15/2017 12:02
Duration HH:MM:SS	1:00:12
Notes	
LAeq	78.4 dB
LAFmax with Time	102.9 dB (6/15/2017 12:24:28 PM)
LAFmin with Time	51.4 dB (6/15/2017 12:59:19 PM)
LAF 10%	78.5 dB
LAF 50%	64.5 dB
LAF 90%	58.0 dB
Response	Free Field
End Date & Time	6/15/2017 13:02
Pause Duration HH:MM:SS	0:00:00
Calibration (Before) Date	6/15/2017 11:56
Calibration (Before) SPL	114.0 dB
Calibration (After) Date	6/15/2017 16:31
Calibration Drift	0.1 dB
Overload	No
Battery Low	No
Result	Cumulative Result

I

Serial Number	1367937
Start Date & Time	6/15/2017 13:05
Duration HH:MM:SS	0:20:08
Notes	
LAeq	66.8 dB
LAFmax with Time	81.0 dB (6/15/2017 1:25:09 PM)
LAFmin with Time	54.5 dB (6/15/2017 1:06:46 PM)
LAF 10%	70.5 dB
LAF 50%	64.0 dB
LAF 90%	60.0 dB
Response	Free Field
End Date & Time	6/15/2017 13:25
Pause Duration HH:MM:SS	0:00:00
Calibration (Before) Date	6/15/2017 11:56
Calibration (Before) SPL	114.0 dB
Calibration (After) Date	6/15/2017 16:31
Calibration Drift	0.1 dB
Overload	No
Battery Low	No
Result	Cumulative Result

Serial Number	1367937
Start Date & Time	6/15/2017 17:36
Duration HH:MM:SS	0:20:04
Notes	
LAeq	64.3 dB
LAFmax with Time	83.3 dB (6/15/2017 5:45:05 PM)
LAFmin with Time	48.6 dB (6/15/2017 5:50:50 PM)
LAF 10%	68.0 dB
LAF 50%	59.5 dB
LAF 90%	54.5 dB
Response	Free Field
End Date & Time	6/15/2017 17:56
Pause Duration HH:MM:SS	0:00:00
Calibration (Before) Date	6/15/2017 16:31
Calibration (Before) SPL	114.0 dB
Calibration (After) Date	----
Calibration Drift	-0.3 dB
Overload	No
Battery Low	No
Result	Cumulative Result

Table Noise (1 of 3):
Morning Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	112	47
Van/Light Truck/SUV	173	56
Motorcycle	1	3
Heavy Truck	45	1
Bus	14	2
Train	16	7

Table Noise-3 (2 of 3):
Noon Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	129	53
Van/ Light Truck/SUV	199	61
Motorcycle	3	2
Heavy Truck	50	3
Bus	14	2
Train	18	8

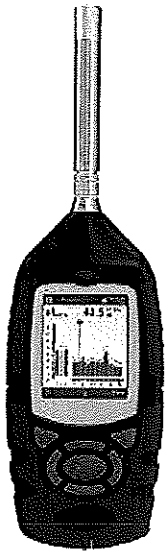
Table Noise-3 (3 of 3):
Evening Traffic Volumes and Vehicle Classifications

	Location 1	Location 2
Car/ Taxi	115	50
Van/ Light Truck/SUV	185	66
Motorcycle	2	2
Heavy Truck	54	1
Bus	12	1
Train	17	9

CASELLA

Certificate of Conformity and Calibration

Instrument Model:-	**CEL-633C**	**Preamplifier Type:-**	**CEL-495**
Serial Number	1950750	Serial Number	2551
Firmware revision	V129-09		
Microphone Type:-	**CEL-251**	As Received:-	112.4
Serial Number	833	As Adjusted:-	114.0
Instrument Class/Type:-	1		



Applicable standards:-

IEC 61672: 2002 / EN 60651 (Electroacoustics - Sound Level Meters)
IEC 60651 1979 (Sound Level Meters), ANSI S1.4: 1983 (Specifications For Sound Level Meters)

Note:- The test sequences performed in this report are in accordance with the current Sound level meter Standard - IEC61672. The combination of tests performed are considered to confirm the products electro-acoustic performance to all applicable standards including superceeded Sound Level Meter Standards - IEC60651 and IEC60804.

Test Conditions:-	23.5 °C	Test Engineer:-	Ken Umbeer
	83.8 %RH	Date of Issue:-	June 15, 2016
	1014.6 mBar	Date Due:-	June 15, 2017

Declaration of conformity:-

This test certificate confirms that the instrument specified above has been successfully tested to comply with the manufacturer's published specifications. Tests are performed using equipment traceable to NIST in accordance with Casella's ISO 9001:2008 quality procedures. This product is certified as being compliant to the requirements of the CE Directive.

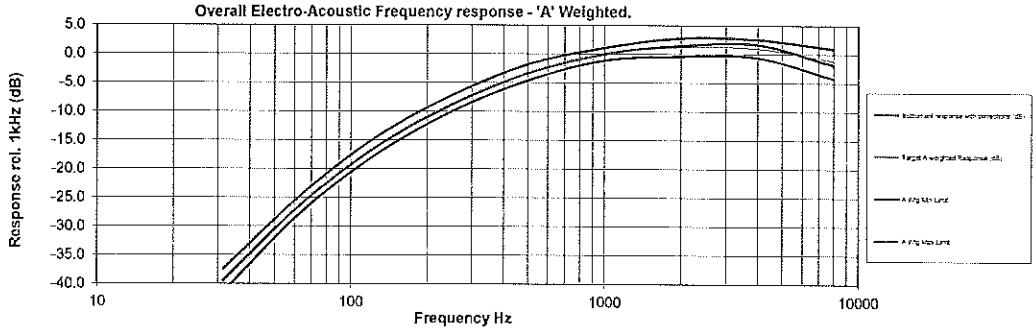
Test Summary:-

Self Generated Noise Test	**All Tests Pass**
Electrical Signal Test Of Frequency Weightings	**All Tests Pass**
Frequency & Time Weightings At 1 kHz	**All Tests Pass**
Level Linearity On The Reference Level Range	**All Tests Pass**
Toneburst Response Test	**All Tests Pass**
C-peak Sound Levels	**All Tests Pass**
Overload Indication	**All Tests Pass**
Acoustic Tests	**All Tests Pass**

Combined Electro-Acoustic Frequency Response - *A Weighted*

Combined Electro-Acoustic Frequency Response - A Weighted (IEC 61672-3:2006)

The following A-Weighted frequency response graph shows this instruments overall frequency response based upon the application of multi-frequency pressure field calibrations. The microphones Pressure to Free field correction coefficients are applied to pressure response. Reference level taken at 1kHz.



Casella CEL
Regen House, Wolseley Road,
Kempston, Bedford
MK42 7JY

Phone: +44(0) 1234 844100
Fax: +44(0) 1234 841490
E-mail: info@casellameasurement.com
Web: www.casellameasurement.com

Casella CEL, Inc. a subsidiary of IDEAL Industries, Inc.
415 Lawrence Bell Drive
Unit 4
Buffalo, NY 14221

Toll Free. (800) 366-2966
Tel: (603) 672-0031 Fax: (603) 672-8053
E-mail: info@casellausa.com
Web: www.casellausa.com

APPENDIX: PROPOSED MIH AMENDMENT

1881 McDonald Avenue

Community District 15, Brooklyn

9/25/16

* * *

APPENDIX F

Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas

* * *

Brooklyn

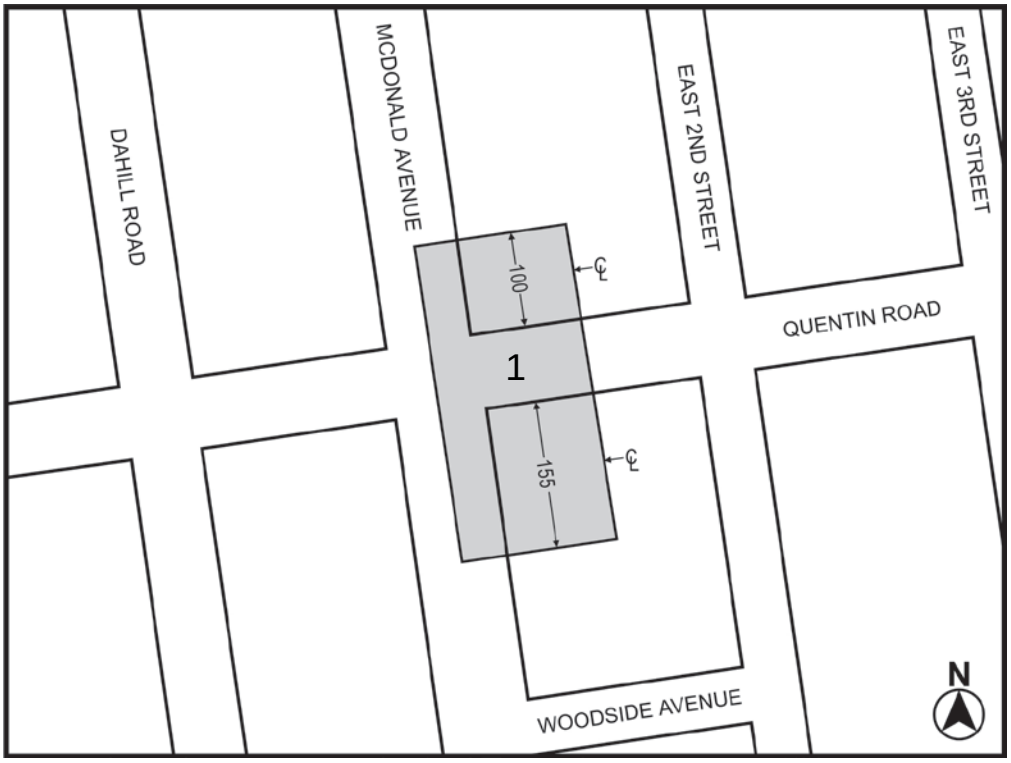
* * *

Brooklyn Community District 15

In the R7A District within the area shown on the following Map 1:

Map 1 - [date of adoption]

[PROPOSED MAP]



Mandatory Inclusionary Housing Area (MIHA)- see Section 23-154(d)(3)

1 Area 1 – [date of adoption] – MIH Program Option 1 and Option 2

Portion of Community District 15, Brooklyn

* * *