

East New York Rezoning Proposal

Final Scope of Work for an Environmental Impact Statement

CEQR No. 15DCP102K

(ULURP NOS. 160035ZMK, N160036ZRK, 160037HUK, 160042HDK, N160050ZRK)

Lead Agency:
New York City Planning Commission

September 18, 2015

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EAST NEW YORK REZONING PROPOSAL

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SCOPE OF WORK FOR AN ENVIRONMENTAL IMPACT STATEMENT

CEQR NO. 15DCP102K

ULURP NOS. Pending160035ZMK, N160036ZRK, 160037HUK, 160042HDK, and
N160050ZRK

~~February 3~~September 18, 2015

This document is the Final Scope of Work for the East New York Zoning Proposal Draft Environmental Impact Statement (DEIS). This Final Scope of Work has been prepared to describe the proposed project, present the proposed framework for the EIS analysis, and discuss the procedures to be followed in the preparation of the DEIS.

This Final Scope of Work incorporates changes in response to project updates that were made subsequent to publication of the Draft Scope of Work. The substantive changes to the Proposed Actions since the Draft Scope of Work was issued are as follows:

- Modification of the proposed zoning districts to change the R6A zoning district formerly proposed for the midblock between Atlantic Avenue and Liberty Avenue to a R6B district instead; to change the R7A/C2-4 zoning district formerly proposed along Liberty Avenue between Montauk Avenue and Berriman Street to R6A/C2-4 instead; to change the R8A/C2-4 and R6 zoning districts formerly proposed for the block bordered by Cleveland Street, Atlantic Avenue, Elton Street, and Liberty Avenue to R5/C2-4 and R5 instead; to change the R7A/C2-4 zoning district formerly proposed along Atlantic Avenue between Autumn Avenue and west of Pine Street to R5/C2-4 instead; and to change the R6A and R7A/C2-4 zoning district formerly proposed on the block bordered by Berriman Street, Liberty Avenue, Atkins Avenue, and Glenmore Avenue to R5B instead.
- This modification resulted in changes to the With-Action reasonable worst-case development scenario (RWCDs) for projected development sites 31, 44-46, and 55 and potential development sites A19, A20, A39-A41, A43-A45, A62, A72, A80, A82, A85, and A88 and the elimination of one projected development site (site 40) and one potential development site (site A57) from the RWCDs.
- The incorporation of a new 1,000-seat PS/IS school into the RWCDs for the Proposed Actions.
- The aforementioned modifications, combined, resulted in a reduction in the total size of the RWCDs, from a total of 9,507,313 sf to 8,825,138 sf. This corresponds to a reduction in the number of DUs from 7,520 total units (including 3,775 affordable), to 6,862 total units (including 3,447 affordable); a reduction in the total commercial floor area from 1,260,014 sf to 1,210,389 sf, a reduction in the industrial floor area from 152,968 sf to 98,851 sf, an increase in the community facility floor area from 535,959 sf to 614,842 sf, and a reduction in the number of accessory parking spaces from 2,590 to 2,442.

Revisions to the Draft Scope have been incorporated into this Final Scope and are indicated by double-underlining new text and striking deleted text.

A. INTRODUCTION

This ~~Draft-Final~~ Scope of Work (~~Draft-Final~~ Scope) outlines the technical areas to be analyzed in the preparation of the Environmental Impact Statement (EIS) for the East New York Rezoning Proposal. The New York City

Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), is proposing a series of land use actions (collectively the “Proposed Actions”) to implement recommendations of the East New York Community Plan (the “Plan”), which is the subject of an ongoing community process, to create opportunities for housing, including affordable housing, community facilities, including a new proposed public school facility, economic development and other services of an approximately 1940-block area of East New York, Cypress Hills and Ocean Hill neighborhoods of Brooklyn, Community Districts 5 and 16, respectively. The affected area within East New York and Cypress Hills is generally bounded by Sheffield Avenue to the west, Lincoln Avenue to the east, Fulton Street to the north, and Pitkin Avenue to the south. The affected area within Ocean Hill is generally bounded by Eastern Parkway Extension to the west, Van Sinderen Avenue to the east, Broadway to the north, and East New York Avenue to the south (see Figure 1, “Project Location”). Within these areas, the Proposed Actions are anticipated to facilitate new residential, commercial, community facility, and manufacturing development. In total, the proposed actions are expected to result in a net increase of ~~6,970~~6,312 dwelling units; ~~902,145~~859,431 square feet of commercial space¹; and ~~378,987~~457,870 square feet of community facility space; and ~~27,082~~ square feet of manufacturing space; and net decreases of ~~27,035~~ square feet of manufacturing space; ~~137,175~~128,365 square feet of auto-related space, 97,551 square feet of hotel space, 73,170 square feet of warehouse/storage space, and 3,055 square feet of garage space (see section G below for discussion of the Reasonable Worst Case Development Scenario). The increment in community facility space includes an anticipated new public school facility to be located on projected development site 66, which would provide approximately 1,000 seats. This document provides a description of the Proposed Actions and resulting developments, and includes task categories for all technical areas to be analyzed in the EIS.

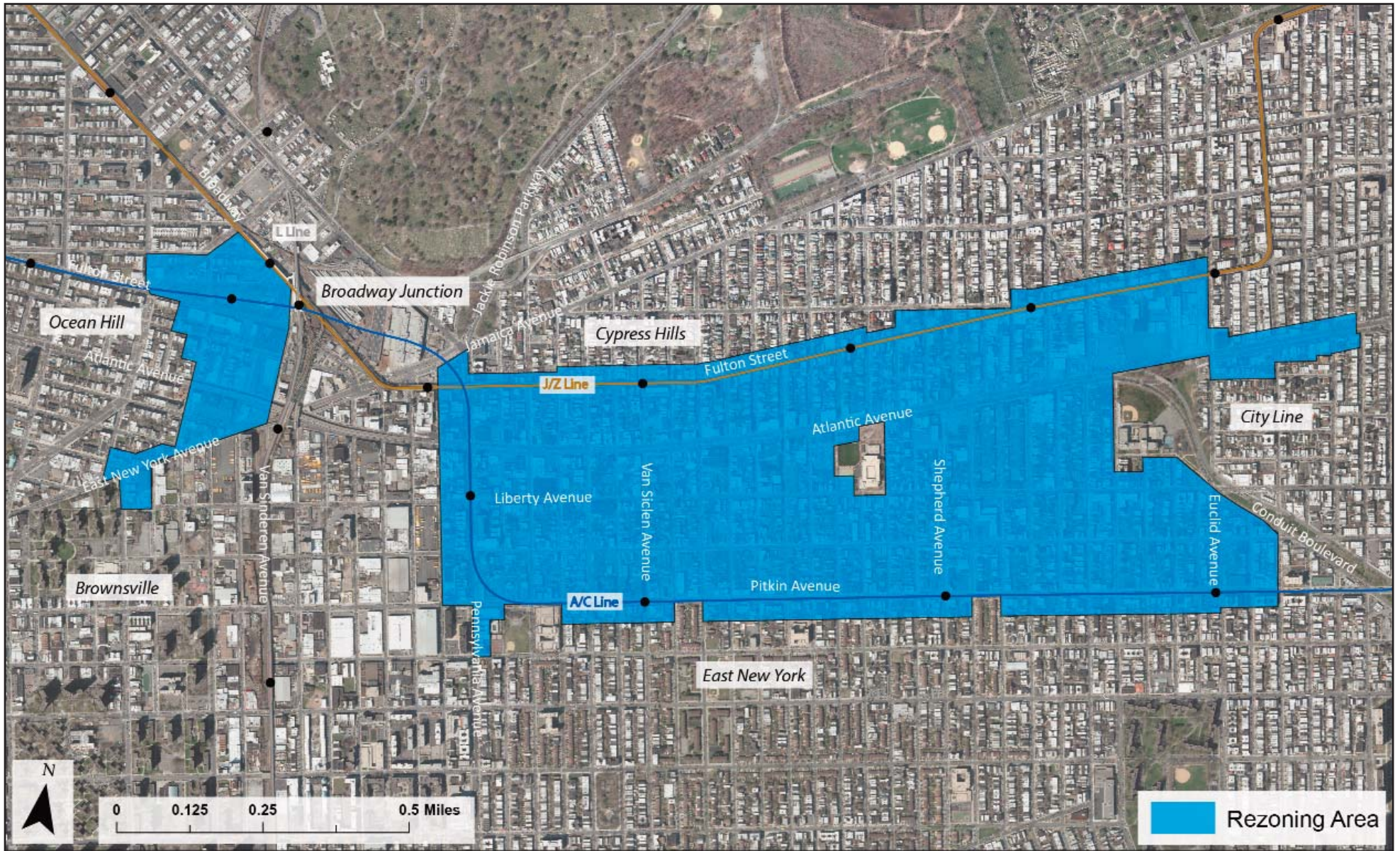
The Proposed Actions are intended to facilitate implementation of the recommendations of the East New York Community Plan, a coordinated neighborhood plan developed with community residents, elected officials, Community Boards 5 and 16, and stakeholders, in coordination with City and other public agencies, to identify needs and opportunities to support a shared long-term vision for the future of the neighborhood. The Proposed Actions, detailed further below under “Purpose and Need for the Proposed Actions,” seek to ~~implement~~facilitate recommendations that support the Plan’s goals and objectives to create more affordable housing and more diverse commercial uses, promote economic development and opportunity for residents, foster safer streets, and generate new community resources.

The Proposed Actions reflect DCP’s on-going engagement with Community Boards 5 and 16, local elected officials and community residents and stakeholders to achieve the following land use objectives:

- Create opportunities for new residential development with significant amounts of permanently affordable housing and preserve existing affordability to ensure that the neighborhood continues to serve diverse housing needs;
- Encourage mixed-use development on key corridors;
- Enhance and revitalize major thoroughfares through new economic development; and
- Protect neighborhood character of residential core and ensure predictable future development

An overview of the study area, the purpose and need for the Proposed Actions and their specific components are discussed in Sections C through F below. The New York City Planning Commission (CPC) has determined that an EIS for the Proposed Actions will be prepared in conformance with City Environmental Quality Review (CEQR) guidelines, with the Department of City Planning (DCP) acting on behalf of the CPC as the lead agency. The environmental analyses in the EIS will assume a development period of fifteen years for the reasonable worst-case development scenario (RWCDs) for the Proposed Actions (i.e., analysis year of 2030) and identify the cumulative impacts of other projects in areas affected by the Proposed Actions. DCP will conduct a coordinated review of the Proposed Actions with involved and interested agencies. The formal public review process for the proposed actions was initiated at a public scoping meeting for the preparation of an Environmental Impact Statement (EIS) held on March 5, 2015. The public review period for agencies and the public to review and comment on the Draft Scope of Work was open through March 16, 2015.

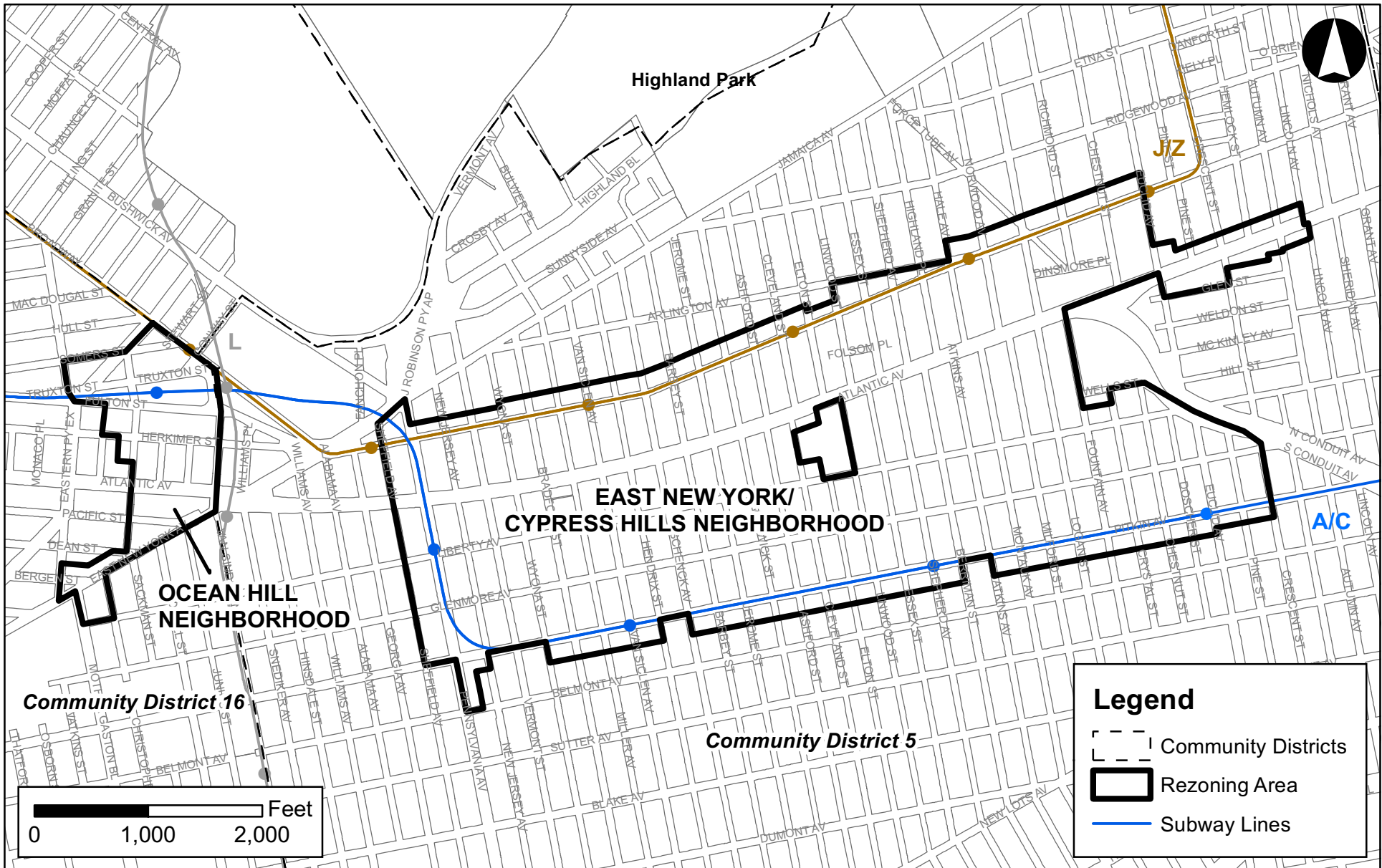
¹ Includes retail, FRESH supermarket, restaurant, and office uses.



Source: NYC Department of City Planning

East New York Rezoning Proposal

Figure 1a
Project Location - Aerial View



East New York Rezoning Proposal

Figure 1b
Project Location

Subsequent to the public scoping meeting, the City reviewed and considered comments received during the public scoping process. This Final Scope of Work was prepared after consideration of relevant public comments.

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

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

- **Zoning map amendment.** The proposed rezoning would replace all or portions of existing M1-1, M1-2, C8-1, C8-2, R5, and R6 districts within the rezoning area with M1-4/R6A, M1-4/R7A, M1-4/R8A, M1-4/R7D, R5, R5B, R6B, R6A, R7A, R7D, R8A, C4-4D, C4-4L, and C4-5D districts. The proposed rezoning would also replace or eliminate portions of existing C1-2, C1-3, C2-2 and C2-3 overlays with C2-4 overlays and establish new C2-4 overlays.
- **Zoning text amendment.** The Proposed Actions include amendments to the text of the Zoning Resolution to apply a new mandatory Inclusionary Housing Program (IHP) to portions of the proposed rezoning area, including where zoning changes are promoting new housing. Additionally, the Proposed Actions include amendments to the Zoning Resolution to establish an Enhanced Commercial District within the rezoning area along Atlantic Avenue, Pitkin Avenue, and Fulton Street and Pennsylvania Avenue in order to foster a safe and engaging pedestrian experience and to provide flexibility along transit corridors; the Proposed Actions also include a zoning text amendment to establish a Special Mixed Use District within the rezoning area.
- **Urban Renewal Plan amendment.** The proposed amendment to the Dinsmore-Chestnut Urban Renewal Plan would conform land use restrictions to zoning, refresh the Urban Renewal Plan's general provisions, and allow for disposition of the urban renewal sites in accordance with the urban renewal plan.
- **Disposition approval.** Approval for the disposition of City-owned property associated with the Dinsmore-Chestnut Urban Renewal Plan.

HPD may in the future provide construction funding through any of its several financing programs intended to facilitate the development of new affordable housing and the preservation of existing affordable units. In addition, the New York City Housing Development Corporation (HDC) may decide to fund construction of new affordable multi-family apartment buildings and the rehabilitation of existing multi-family apartment buildings. Affordable housing developed and/or preserved within the rezoning area may also utilize funding provided by New York State Homes and Community Renewal and the U.S. Department of Housing and Urban Development, which would be subject to separate future environmental reviews under SEQRA and NEPA, respectively.

In addition to the Proposed Actions, as the proposed 1,000-seat school planned as part of the East New York Community Plan is intended to be a new public school facility, approval and site selection from the School Construction Authority (SCA) would be required. The SCA approval and site selection is not subject to ULURP.

As part of a separate action, DCP is proposing a series of zoning text amendments to eliminate unnecessary obstacles to the creation of housing, especially affordable housing. These include text amendments related to mandatory inclusionary housing, building envelope controls, senior and supportive housing, and parking requirements. These separate text amendments, which are described in greater detail in Section C below, are expected to be in public review concurrent with the Proposed Actions and, when adopted, will affect the proposed rezoning area.

City Environmental Quality Review (CEQR) and Scoping

The Proposed Actions are classified as Type 1, as defined under 6 NYCRR 617.4 and 43 RCNY 6-15, subject to environmental review in accordance with CEQR guidelines. An Environmental Assessment Statement (EAS) was completed on February 2, 2015. A Positive Declaration, issued on February 3, 2015, established that the Proposed Actions may have a significant adverse impact on the environment, thus warranting the preparation of an EIS.

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the Proposed Actions. The process allows other agencies and the public a voice in framing the scope of the EIS. The scoping document sets forth the analyses and methodologies that will be utilized to prepare the EIS. During the period for scoping, those interested in reviewing the Draft Scope may do so and give their comments to the lead agency. Therefore, in accordance with City and State environmental review regulations and methodologies, the Draft Scope of Work to prepare the EIS was issued on February 3, 2015. The public, interested agencies, Brooklyn Community Boards 5 and 16, and elected officials, ~~are~~ were invited to comment on the Draft Scope, either in writing or orally, at a public scoping meeting ~~to be~~ held on March 5, 2015 at Brooklyn Community Board 5, 127 Pennsylvania Avenue, Brooklyn, New York 11207 starting at 5:30 pm. Comments received during the Draft Scope's public meeting and written comments received up to ten days after the meeting (until 5:00 pm on March 16, 2015), ~~will be~~ were considered and incorporated as appropriate into ~~this~~ Final Scope of Work (Final Scope). The lead agency ~~will oversee~~ oversaw preparation of ~~this~~ Final Scope, which ~~will incorporate~~ incorporates all relevant comments made on the Draft Scope and ~~revises~~ revises the extent or methodologies of the studies, as appropriate, in response to comments made during the scoping process and to include any other necessary changes to the scope of work for the EIS. Appendix 6 includes responses to comments made on the Draft Scope of Work. The written comments received are included in Appendix 7. The Draft EIS (DEIS) will be prepared in accordance with ~~this~~ Final Scope.

Once the lead agency is satisfied that the DEIS is complete, the document will be made available for public review and comment. A public hearing will be held on the DEIS in conjunction with the CPC hearing on the land use applications to afford all interested parties the opportunity to submit oral and written comments. The record will remain open for ten days after the public hearing to allow additional written comments on the DEIS. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate CEQR findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

C. BACKGROUND

Community Engagement and Interagency Participation

Sustainable Communities East New York

The East New York Community Plan builds on the work of the Sustainable Communities East New York (SCENY) study, a federally-funded collaborative planning effort led by DCP, together with community residents, stakeholders, elected officials and local organizations from 2011-2013. The SCENY planning initiative was funded under a regional planning grant awarded by the U.S. Department of Housing and Urban Development (HUD) to the New York-Connecticut Sustainable Communities Consortium, a collection of governmental and planning organizations in partnership to support the development of livable communities and growth centers around the region's most extensive commuter rail network.

Community Boards 5 and 16, which each cover portions of the study area, residents, stakeholders, elected officials and community organization were engaged throughout the process. The project team updated all stakeholders, including each of the Community Boards and their Land Use committees regularly and solicited input on plans. As part of the outreach effort, the project was also guided by a Community Advisory Committee (CAC), consisting of

residents and representatives from local community-based organizations. Through this extensive outreach and public engagement, residents and other stakeholders identified key challenges and opportunities in East New York, as well as their vision for the future of the area. The full SCENY report can be accessed on DCP's website at the following address: http://www.nyc.gov/html/dcp/html/sustainable_communities/sustain_com2.shtml.

East New York Community Plan

Following the publication of the SCENY report in spring 2014, Mayor Bill de Blasio, in May, 2014, released *Housing New York*, the Mayor's plan to build and preserve affordable housing throughout New York City in coordination with strategic infrastructure investments to foster a more equitable and livable New York City through an extensive community engagement process. The Housing New York plan calls for fifteen neighborhood studies to be undertaken in communities across the five boroughs that offer opportunities for new affordable housing. East New York was selected as the first such neighborhood based on the previous DCP work in the area including the community-identified opportunities of the SCENY report to develop housing, including significant amounts of affordable housing, new commercial, services, jobs and open space in an area with excellent transit access.

Following the Mayor's announcement, DCP held numerous workshops and events starting in the fall ~~and winter~~ of 2014 through the spring of 2015 in partnership with other city agencies including the Department of Transportation (DOT), School Construction Authority (SCA), Department of Education (DOE), Department of Parks and Recreation (DPR), Small Business Services (SBS), Economic Development Corporation (EDC), and the Department of Housing Preservation and Development (HPD) to identify current and future needs of the neighborhood built on the vision outlined in the SCENY report. This engagement process solicited community goals and objectives, which included:

- New affordable housing, including housing accessible to families at income levels currently living in the community;
- Protect low-income tenants in rent-regulated apartments;
- Safer and more active streets, and an improved streetscape, especially on Atlantic Avenue;
- More job opportunities and commercial and retail options;
- Better and more accessible parks and playgrounds; and
- New community centers offering recreation and youth programs.

Based on these community identified objectives, DCP, in collaboration with other City agencies, developed a plan to ~~achieve~~ facilitate these goals through new zoning and other land use actions, expanded programs and services and capital investments (the "East New York Plan").

DCP and the other city agencies are continuing this public engagement process throughout 2015 to further refine and develop components of the Plan to better meet the existing and future needs of the community and the City at large and to capitalize on the proposed land use actions, when adopted. During this process, additional recommendations that do not relate directly to land use and zoning will be defined. In addition, the Proposed Actions, as described below, may be refined or modified within the scope outlined herein, as outreach and discussion continues.

Study Area History

East New York was largely farmland until 1835, when the Connecticut merchant Colonel John R. Pitkin bought a large portion of the farmland, laid out a township called East New York and established a shoe factory at the intersection of Williams and Pitkin Avenues. A year later, the Long Island Rail Road opened its first section running an elevated line along Atlantic Avenue between the Brooklyn waterfront and Jamaica, Queens. Small factories, including food-related businesses processing agricultural products from Long Island, railroad yards and other related uses, as well as mid- and low-rise residential buildings with stores on the ground floors, were built alongside the railroad on Atlantic Avenue. The building which housed the former Borden Dairy and the former

Chloe Food facility are remaining examples of buildings from this agricultural past. Small apartment buildings and homes were built on either side of Atlantic Avenue in Cypress Hills to the north and in East New York to the south.

Cypress Hills and East New York grew further with the extension of elevated transit lines in the 1880's and 1890's that connected neighborhoods of Queens with Downtown Brooklyn and Manhattan. Residential construction followed the elevated lines, and along Fulton Street and Pitkin Avenue retail corridors developed with stores on the ground floors of small apartment buildings to serve the emerging neighborhoods. Many residents were employed in the neighboring industrial district, originally established by Colonel Pitkin, which continued to thrive.

In the first half of the 20th century, significant public transportation infrastructure investments resulted in the relocation of two of the at-grade railroad lines and one of the elevated transit lines below ground. These large public construction projects, part of a citywide effort to improve conditions as well as safety within the city, removed significant sources of noise and impediments to light and air, and positioned Cypress Hills and East New York for further growth. One of the more significant of such projects was the Atlantic Avenue Improvement project, a public works project conducted under the auspices of Robert Moses between 1939 and 1942, which buried the Long Island Rail Road below Atlantic Avenue throughout most of Brooklyn, including East New York.

In the 1960's and 1970's, the population of Cypress Hills and East New York declined significantly, accompanied by disinvestment and abandonment of property. This change mirrored that of other working class neighborhoods around the city, including the South Bronx, Harlem and Brownsville. Between 1960 and 1970, African-American and Hispanic residents replaced white residents in Cypress Hills and East New York as the majority. During this time, foreclosure and vacancy rates rose sharply; formerly occupied blocks deteriorated as vacant homes burned and then were demolished for safety, leaving vacant land that depressed the value of other nearby homes, causing further deterioration to spread. Subsequently much of East New York between Liberty Avenue to the north and Linden Boulevard to the south was marked by blocks of vacant buildings and vacant land, much in City-ownership, with a corresponding steep decline in property values. As a result, between 1960 and 1980 the population of East New York decreased by a third (from approximately 66,000 to 40,000 residents in the study area), and the number of housing units was reduced by nearly half.

Beginning in the 1980's renewed public investment and grass-roots initiatives helped East New York and Cypress Hills to stem their decline and begin a recovery that continues to this day. With the stabilization of the City's finances after the fiscal crisis of the mid 1970s, the administration of Mayor Ed Koch embarked on an ambitious new City-sponsored housing plan that set as its goal the rehabilitation of every vacant City-owned residential building. This plan, led by the City's Department of Housing Preservation and Development (HPD), and implemented by both HPD and local, not-for-profit organizations working directly in the affected communities, resulted in the return of empty building shells to permanent affordable housing managed by HPD and non-profits. HPD and the Cypress Hills Local Development Corporation (CHLDC), formed in 1983 to strengthen Cypress Hills and its Fulton Street retail strip, rehabilitated vacant buildings within these neighborhoods. Further to the south, west of Pennsylvania Avenue, the East New York Urban Youth Corps, a group that formed initially to work with neighborhood youths, as well as the Mutual Housing Association of New York (MHANY) and other non-profits rehabilitated every City-owned vacant building in the area. The program resulted in the removal of physical blight from many blocks, stabilization of the many still-intact residential blocks and the beginning of the return of residents to the area.

In the East New York Core area south of Atlantic Avenue, at the urging of East Brooklyn Congregations (EBC), a faith-based organization founded in neighboring Brownsville, the City initiated the Nehemiah Housing Program for the large swaths of City-owned vacant land that had been created here largely by the demolition of homes earlier in the 1970's and 1980's. The Program developed small, two-story, single-family row houses and provided an affordable homeownership opportunity to moderate-income families in efficiently-built, modestly-sized homes. These new homes, which used up much of the vacant City-owned land in the area, were extremely sought-after for their low cost and amenities and helped reverse the tide of disinvestment in the community as well as rebuild some of its fabric. Building on its investment in the neighborhood and the success of the Nehemiah home construction, the City subsidized the redevelopment of much of its remaining smaller parcels of vacant land with new two-family row-housing under the New York City Housing Partnership program, as well as other programs,

through a variety of non-profit sponsors, including the CHLDC. As a result, the population began to grow again after decades of decline, and the amount of land in City ownership has diminished to a point where, today, there is very little City-owned vacant land remaining in the area.

In the 1990's small-scale, private-sector market-rate construction of one- and two-family homes returned to East New York, after the City-sponsored rehabilitation of all City-owned buildings and the redevelopment of most of the City's portfolio of vacant land with new housing. This wave of development was led by small building contractors taking advantage of low land prices and a rising demand for small homes and continues to this day, resulting in the addition of some 2,000 units of private market-rate housing throughout East New York and in the project area. This pace of construction slowed in the early 2000s and significantly so by the recession of 2008 and a dramatic rise in mortgage foreclosures in the area. The construction of new housing, albeit at a much slower pace, has resumed with an improving economy and increased demand, due to a rising city population and the movement into East New York of residents from other costlier neighborhoods. As a result of the City's housing programs, together with the private market home construction, the population of the East New York project area has rebounded from its low-point in 1980 of approximately 40,000 residents to 48,000 today, but still remains below its 1960 peak of 66,000 residents.

Project Area

The proposed project actions would affect two noncontiguous areas (see Figure 1). The first (referred to here as "East New York") is an approximately 1765 block area covering portions of East New York and Cypress Hills, generally bounded by Fulton Street in the north, Pitkin Avenue to the south, Sheffield Avenue to the west, and Conduit Boulevard and Lincoln Avenue to the east. This area is defined by a series of east-west corridors, with Atlantic Avenue dividing the area into northern and southern sections; major corridors and areas of the neighborhood are described below. The second area (referred to here as "Ocean Hill") is an approximately 15 block portion of the Ocean Hill neighborhood, generally bounded by Broadway to the north, East New York Avenue to the south, Eastern Parkway Extension to the west, and Van Sinderen Avenue to the east (refer to Figure 1).

East New York - Fulton Street

Fulton Street has retained most of its historic character as an active local retail corridor and is an important shopping and dining destination for the surrounding Cypress Hills community. The J/Z line runs above grade along this corridor, with stations at Van Siclen Avenue, Cleveland Street, Norwood Avenue, and Crescent Street. This corridor is mainly lined with historic two- to four-story attached mixed-use buildings with ground floor retail and housing above. Three blocks immediately east of Pennsylvania Avenue contain gas stations, car sales lots and auto-repair shops. Residential uses at the ground floor can also be found intermittently along this section of the corridor.

East New York - Atlantic Avenue

At 120 feet wide, Atlantic Avenue is the largest corridor running through the area and one of the main thoroughfares in Brooklyn. The Long Island Railroad runs below Atlantic Avenue in East New York and has a stop at Van Sinderen Avenue in between the East New York and Ocean Hill Plan areas. Common land uses along the avenue include one-story semi-industrial uses including a large bakery, auto-related uses, such as gas stations, car washes and auto repair shops, self-storage facilities, interspersed with residential use local retail shops and fast food restaurants. Most loft-style buildings that were originally built for industrial purposes have been converted to warehousing, self-storage facilities or are vacant. Atlantic Avenue also features a few large vacant and/or underutilized sites. New development along corridor has primarily included fast food drive-thru establishments and self-storage centers.

East New York - Liberty Avenue

Liberty Avenue is a corridor that runs east-west just south of Atlantic Avenue. The corridor today consists of auto repair shops, scrap metal yards and other light-industrial uses, such as warehouses and supply stores, mixed with primarily two- to four-story residential homes, small local retail shops, schools and houses of worship.

East New York - Pitkin Avenue

Pitkin Avenue is generally characterized by two- to four-story residential buildings or mixed-use buildings with neighborhood retail at the ground floor and residential units above. The A/C line runs below ground along Pitkin Avenue with stations at Van Siclen Avenue, Shepherd Avenue, and at Euclid Avenue, an express stop and the terminus of the C train. While Pitkin Avenue was once a thriving continuous commercial strip, today many of the ground floors of buildings are used for residential or community facility use. Ground-floor residential uses are found in over 40 percent of buildings as many former retail spaces have been converted to residential units. New construction is mostly residential and often sets back from the street line to allow for off-street parking or faces side-streets with blank building sides facing onto Pitkin Avenue. Commercial uses include one of the area's few full-service supermarkets, as well as delis, laundromats, salons and other small retail establishments. Fiorentino Plaza is a medium-density NYCHA development on the northern side of Pitkin Avenue. The CHLDC recently received approval for a zoning map change to increase the allowed density at Pitkin Avenue and Berriman Street adjacent to the Shepherd Avenue subway station to build an eight-story apartment building with ground-floor retail.

East New York - Residential Core

The residential blocks between the main commercial corridors of Fulton Street, Atlantic Avenue and Pitkin Avenue are characterized by two- to three-story row houses and small three- to four-story apartment buildings built in the early 1900's. Recent development includes low-scale rowhouses or semi-detached homes with deep setbacks and front-yard parking. This new construction conforms to the low-density zoning regulations, which require off-street parking and front yards, producing developments that do not match the form and character of existing buildings. The Cypress Hills residential core lies to the north of Atlantic Avenue and is characterized by slightly lower-scale rowhouses and detached homes than are typically found south of Atlantic Avenue in East New York. Glenmore Avenue, just north of and running parallel to Pitkin Avenue, is characterized by low-scale homes interspersed with pockets of auto-related uses and open industrial uses, as well as a number of community gardens on vacant city-owned lots, once occupied by residential buildings.

Ocean Hill

The western portion of the study area, in the Ocean Hill neighborhood, contains a mix of longstanding residential buildings, light-industrial activities including warehouses/storage and distribution facilities, and institutional uses. The residential uses are comprised of a mix of one- and two-family homes, as well as three- to four-story apartment buildings. The existing low-scale warehouse buildings are typically occupied with low-intensity light industrial and auto-oriented uses, including storage and warehousing, and auto-repair shops. Recent construction consists of two recently completed and one proposed hotel and conversions of former loft buildings to homeless family shelters.

D. EXISTING ZONING

The study area of East New York and Ocean Hill makes up approximately 0.75 square miles in eastern Brooklyn that include portions of the East New York, Cypress Hills, Ocean Hill and Brownsville neighborhoods of Community Districts 5 and 16. Separating East New York and Ocean Hill, and not affected by the Proposed Actions described herein, is an industrially zoned area, that includes Broadway-Junction and the East Brooklyn IBZ, and it is bounded by Sheffield Avenue to the east and Van Sinderen Avenue to the west.

The majority of the current zoning has remained unchanged since 1961 when the current Zoning Resolution was originally established. Two zoning map amendments were recently adopted. The Pitkin Avenue Rezoning, adopted in 2013, changed an R5 zoning district with a C1-3 commercial overlay to an R7A district with a C2-4 commercial overlay on a block bounded by Pitkin Avenue, Shepherd Avenue, and Berriman Street. The Logan Street Rezoning, adopted in 2005, changed an M1-1 zoning district to a R5 district on the northern half of a block bounded by Milford Street, Atlantic Avenue, and Logan Street. Both rezonings shared the goal of encouraging the creation of more housing units in the neighborhood.

Existing zoning districts are shown in Figure 2 and discussed below.

M1-1, & M1-2, & M1-4

M1-1 zoning districts, which have a floor area ratio (FAR) of 1.0 for manufacturing and commercial uses, are mapped in fragments throughout the study areas, including in portions of Ocean Hill and along Atlantic and Liberty Avenues. An M1-2 district is located in a portion of the Ocean Hill area between Fulton and Dean Streets and permits manufacturing and commercial uses at a maximum FAR of 2.0. An M1-4 district is located in a portion of the Ocean Hill area south of East New York Avenue and permits manufacturing and commercial uses at a maximum FAR of 2.0. M1-1, and M1-2, and M1-4 districts also permit community facility uses at a maximum FAR of 2.40, and 4.80, and 6.50, respectively. M1 districts have a base height limit, above which a structure must fit within a sloping sky exposure plane; this base height is 30 feet in M1-1 districts, and 60 feet in M1-2 and M1-4 districts. M1-1 and M1-2 districts are subject to parking requirements based on the type of use and size of an establishment; M1-4 districts do not require parking for manufacturing or commercial uses; parking requirements for community facility uses depend on the use and size of the establishment. M1 districts generally allow one- or two-story warehouses for light-industrial uses, including repair shops, wholesale service facilities, as well as self-storage facilities and hotels. M1 districts are intended for light industry; however, heavy industrial uses are permitted in M1 districts as long as they meet the strict performance standards set forth in the Zoning Resolution (ZR). No new residential uses are permitted.

Existing land uses within the M1-1, ~~and M1-2,~~ and M1-4 districts include warehouses/storage for light industrial uses, auto-related businesses such as car dealerships and auto-repair shops, fast-food restaurants, gas stations, self-storage facilities, hotels, residential uses, and vacant or underutilized land.

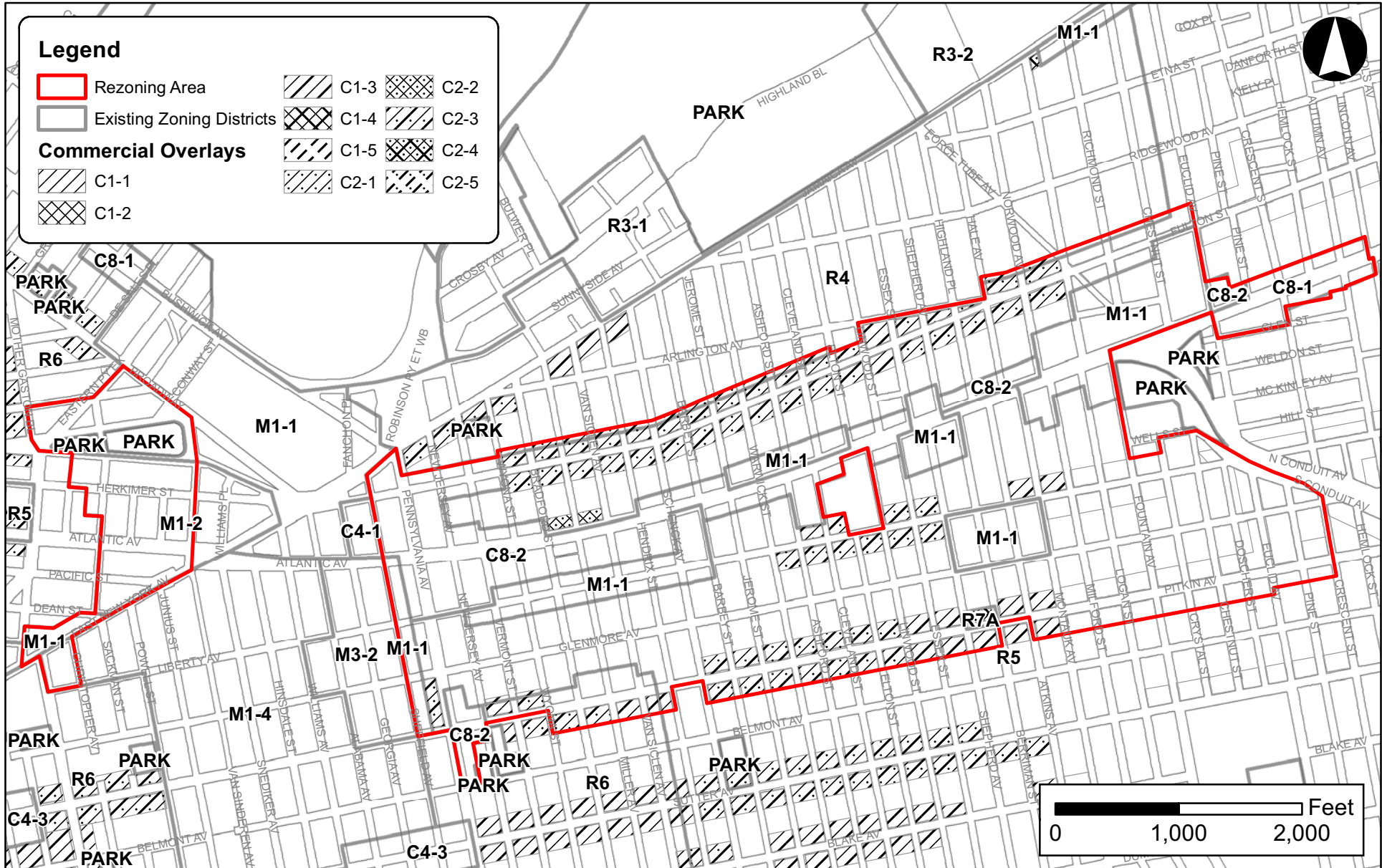
C8-1 & C8-2

There is one C8-1 district mapped in the most eastern part of the study area on Atlantic Avenue. Three blocks immediately east of Pennsylvania Avenue are currently zoned C8-2. C8-1 and C8-2 districts permit commercial uses at a maximum FAR of 1.0 and 2.0, respectively. C8 districts are found mainly along major traffic arteries and allow automotive and other heavy commercial uses that often require large amounts of land. C8 districts have a base height limit, above which a structure must fit with a sloping sky exposure plane; this base height is 30 feet in C8-1 districts, and 60 feet in C8-2 districts, and typically produces low-rise, one-story structures. C8-1 and C8-2 districts also permit community facility uses at a maximum FAR of 2.4 and 4.80, respectively. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes; community facilities, self-storage facilities, hotels and amusements, such as theatres are also permitted. No new residential uses are permitted.

Existing land uses within the C8-1 and C8-2 districts include gas stations, car sales lots, auto-repair shops, small local retail shops mixed with residential uses above the ground floor and residential homes that front on the side streets.

R5

Approximately 137 full or partial blocks north and south of Atlantic Avenue, between Fulton Street and Atlantic Avenue and Between Atlantic Avenue and Pitkin Avenue, are currently zoned R5. An R5 district is a lower density general residence district that allows all housing types, including detached, semi-detached, attached and multi-family residences, at a maximum FAR of 1.25 (or 1.65 in predominantly built-up areas utilizing the R5-infill



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Figure 2
Existing Zoning

provisions) and community facilities up to a maximum FAR of 2.0. R5 districts typically produce three- to four-story attached houses and small apartment buildings with parking in their front yards. R5 districts have a base height limit of 30 feet and a maximum building height of 40 feet is permitted after a 15 foot setback. R5 zoning requires a minimum front yard depth of 10 feet, which is increased to 18 feet if front yard parking is provided. Off-street parking in a grouped facility is required for 85% of the dwelling units.

Most of the Fulton Street and Liberty and Pitkin Avenue corridors are within the R5 zoning district. While many of the existing residential buildings were historically built at a height of four stories or less, their built densities are greater than currently permitted, due to their higher lot coverage. The existing land uses in these areas include detached, semi-detached, attached single and two family homes, and multi-family residences interspersed with light manufacturing uses, warehouses/storage facilities, auto repair facilities, community facilities, and vacant land and community gardens.

R6

There is one R6 district in the southwest of the study area located along ~~a block~~ 10 partial blocks fronting ~~on~~ the ~~east~~ west side of Pitkin Avenue. R6 districts allow all housing types at a maximum FAR of up to 2.43 is allowed for residential uses and up to 4.8 FAR is allowed for buildings containing community facility uses. R6 is a height factor district where residential and community facility uses are permitted with no fixed height limits and building envelopes are regulated by a sky exposure plane and open space ratio after a maximum base height of 60 feet. Residential development under the optional Quality Housing Program has a maximum FAR of 2.2 on narrow streets (defined as less than 75 feet wide) with a 55-foot building height limit and a maximum of 3.0 FAR on wide streets (defined as 75 feet wide or greater) with a height limit of 70 feet. Off-street parking is required for 70 percent of the dwelling units. This requirement is lowered to 50 percent of the units if the lot area is less than 10,000 square feet or if Quality Housing provisions are used. In R6 districts, if fewer than five spaces are required, the off-street parking requirement is waived.

A R6 residential district encompasses approximately ~~five~~ ten ~~partial~~ partial blocks of Pitkin Avenue east of Pennsylvania Avenue and includes the New York City Housing Authority (NYCHA) Fiorentino Plaza development, a one-story supermarket, mixed-use developments ~~a school~~, and one- and two-family homes.

R7A

There is one R7A district in the study area located on the front block facing Pitkin Avenue between Shepherd Avenue and Berriman Street. This zoning district was adopted in 2013 at the request of the CHLDC from an R6 zoning district to facilitate an eight-story affordable housing building with ground-floor retail. R7A districts typically produce high lot coverage, seven- to eight-story apartment buildings pursuant to the Quality Housing program, and blend with existing buildings in many established neighborhoods. In R7A districts, the maximum residential FAR is 4.0, and the maximum community facility FAR is 4.0. Above a maximum base height of 65 feet, the building must set back 10 feet along narrow streets or 15 feet along wide streets before rising to the maximum permitted height of 80 feet.

Commercial Overlays

Commercial overlays permitting local commercial retail uses are mapped along Fulton Street, Atlantic, Pitkin and Liberty Avenues and in Ocean Hill.

C1-2 & C1-3

A C1-2 commercial overlay is located over one block in the southeastern area of the study, between Pine Street and Glenmore Avenue. C1-3 commercial overlays are mapped on 24 block frontages, and typically to a depth of 150 feet, along Fulton Street, and Liberty and Pitkin Avenues. C1 commercial overlays are typically mapped in residential neighborhoods along streets that serve local retail needs. They are found extensively throughout the city's lower- and medium-density areas and occasionally in higher-density districts. Typical retail uses include

neighborhood grocery stores, restaurants and beauty parlors. The maximum commercial FAR is 1.0 when mapped in R5 districts, but 2.0 when mapped in R6 or higher. This typically produces a commercial ground floor in an otherwise residential mixed-use building. C1-2 overlays have higher off-street parking requirements than C1-3 overlays.

C2-3 & C2-2

C2-2 commercial overlays are mapped on 9 block frontages including Atlantic Avenue from Bradford Street to Van Siclen Avenue; and along Pine Street between Liberty and Pitkin Avenues. C2-3 commercial overlays are mapped on 79 block frontages along Pitkin Ave between Vermont Avenue and Crystal Street; on Liberty Avenue between Warwick Street and Crystal Street; and along Fulton Street from Wyona Street to Pine Street. C2 districts permit a slightly wider range of uses than C1 districts, such as funeral homes and repair services. In mixed buildings, commercial uses are limited to the ground floor and must always be located below the first floor containing dwelling units.

In C1-2 and C2-2 overlays, most retail uses require one accessory parking space per 300 square feet of commercial floor space. In C1-3 and C2-3 overlays, most retail uses require one accessory parking space per 400 square feet of commercial floor space.

C2-4

A C2-4 commercial overlay is mapped on one block frontage along Pitkin Avenue and was mapped as part of the 2013 Pitkin Avenue Rezoning. C2-4 commercial overlays allow for local retail uses and commercial development up to 2.0 FAR. C2-4 districts allow Use Groups 1-9 and 14, which include uses such as plumbing and electrical shops, small bowling alleys and movie theaters, funeral homes, small repair shops, printers, and caterers. For general commercial uses, one off-street parking space is required for every 1,000 square feet of such use, and up to 40 spaces may be waived.

E. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The Department of City Planning and Housing Preservation and Development ~~is~~are proposing these land use actions in response to the community objectives identified during the Sustainable Communities East New York process and subsequent outreach and workshop events held in the fall, ~~and winter,~~ and summer of 2014/2015. DCP, together with other City agencies, developed a plan to achieve these goals through new zoning and other land use actions, expanded programs and services and capital investments.

Current zoning in the neighborhood does not permit the full implementation of the East New York Community Plan. New residential development in key areas and along major corridors is not permitted. In areas where residential use is permitted, the existing zoning restricts new development to low densities that limit the production of substantial amounts of housing, particularly affordable housing, which limits the potential of the major corridors to become vibrant pedestrian destinations.

The Proposed Actions seek to facilitate vibrant, inclusive residential neighborhoods with a wide variety of local and regional commercial options, job opportunities and attractive streets that are safe and inviting for residents, workers, and visitors. Opportunities for new housing, including affordable housing, along key corridors, particularly Atlantic Avenue, would provide more housing choices for current and future residents. A growing residential population would restore population lost during the neighborhood's decline in decades past, and also expand the customer base for existing and new businesses such as grocery stores, pharmacies, and other services to flourish. The Proposed Actions also seek to reinforce and enhance the existing character and context of the residential core by requiring new development in the primarily residential central blocks to better match the form of existing buildings.

Additionally, though not part of the proposed land use and zoning actions, which are described in more detail below, the East New York Plan calls for strategic infrastructure and community investments. These improvements and investments, such as possible streetscape improvements along Atlantic Avenue and other key corridors, which would support the envisioned new level of activity, are separate from the Proposed Actions. While the Proposed Actions are a key component to facilitate the implementation of the Plan, they are not dependent on these additional components and as such are not part of a coordinated environmental review. Moreover, there are components of the Plan, which are not yet known to a sufficient level of detail to include in this analysis.

The Proposed Actions reflect DCP's on-going engagement with Community Boards 5 and 16, local elected officials and community residents and stakeholders to achieve the following land use objectives:

- Create opportunities for new residential development with significant amounts of permanently affordable housing and preserve existing affordability to ensure that the neighborhood continues to serve diverse housing needs;
- Encourage mixed-use development on key corridors;
- Enhance and revitalize major thoroughfares through new economic development; and
- Protect neighborhood character of residential core and ensure predictable future development.

Create opportunities for new residential development with significant amounts of permanently affordable housing and preserve existing affordability to ensure that the neighborhood continues to serve diverse housing needs

Changing the zoning to allow for both mixed-use residential and/or commercial development at higher densities in more areas of the neighborhood and medium density development along key corridors served by transit is intended to significantly expand the supply of housing. The Proposed Actions would promote the development of permanently affordable housing and facilitate mixed-income communities by requiring affordable housing units to be included in any new residential development, which is not required by zoning today.

Atlantic Avenue presents the greatest opportunity for the development of affordable housing. The width of the street, access to transit, and presence of a number of significant sites with potential for redevelopment provide this corridor with the capacity to support significant growth. Zoning changes to allow residential development at higher densities would make possible the construction of affordable apartment buildings on the corridor and would expand the neighborhood's supply of affordable housing.

Pitkin Avenue and Fulton Street are transit corridors and established shopping strips with many vacant or underutilized lots or low-rise buildings. Changing the low-density zoning to medium-density would allow more affordable housing to be built along these corridors.

New multifamily development in the vicinity of the study area has consisted of publicly supported affordable housing development. It is expected that a variety of City and State financing programs for affordable housing would result in the creation of a substantial amount of affordable housing within the project area under the Proposed Actions. In addition, the proposed application of a mandatory inclusionary housing program would require that residential development include an affordable component, ensuring that new development would facilitate mixed-income communities even in the event of future changes in the housing market that would make market-rate housing development for higher-income households feasible.

Encourage mixed-use development on key corridors

The low-density zoning found along key corridors today discourages mixed-use development by restricting the total allowed development. Changes to the zoning to allow medium- to higher-density development and a greater variety of uses along key corridors of Atlantic Avenue, Fulton Street, Pitkin Avenue, Pennsylvania Avenue and Liberty Avenue would promote mixed-use development with housing, commercial uses, and community facilities. Increased residential density will reinforce demand for a greater variety of local retail services such as grocery stores, pharmacies, banks, and restaurants, supporting the growth of existing and new businesses.

Atlantic Avenue has the potential to provide substantial new housing, retail, and other services. New housing is not currently permitted in the zoning districts found along most of Atlantic Avenue. Updating the zoning to allow residential uses would facilitate the construction of new housing and mixed-use development. Allowing higher residential density and a variety of job-generating uses on these sites would help bring a critical mass of residents to support a greater diversity of retail offerings and activate streetscapes and public spaces. In this way, Atlantic Avenue could transform into an urban boulevard offering a diversity of housing options, shopping, entertainment, jobs and services to the surrounding neighborhood as well as drawing visitors from the broader region.

Fulton Street, Pitkin Avenue, Liberty Avenue and Pennsylvania Avenue have the potential to see modest growth on underutilized sites, enabling new mixed-use developments with housing and ground-floor retail that are supported by the existing transit network. Specifically, on Liberty Avenue, allowing new residential development and local retail where a manufacturing district currently prohibits new housing and a scattered commercial overlay allows retail on only certain blocks, could strengthen this secondary neighborhood corridor. Modest densities and local retail could also support north-south connections to transit along Berriman Street and Van Siclen Avenue.

With increased residential density, the neighborhood will see increased demand for more local services such as grocery stores, banks, and restaurants, supporting existing and new businesses while creating local job opportunities. City incentives for the development of grocery stores selling fresh food could be utilized to add to the neighborhood's healthy food options. The additional density proposed would create support for new and existing businesses, which would support the creation or expansion of Business Improvement Districts and/or merchants associations to further support retail growth along the major corridors.

Enhance and revitalize major thoroughfares

A vital component of the East New York Plan is the creation of new centers of activity that will bring together housing, commercial uses, community services and street level activities. Key corridors in East New York such as Atlantic, Liberty and Pitkin Avenues are today fragmented commercial corridors with a high number of non-commercial ground floor uses. Proposed zoning changes would promote active non-residential ground floor uses with minimum levels of window coverage, and minimize curb cuts which disrupt the sidewalk to foster more dynamic commercial corridors that are inviting to pedestrians. The Proposed Actions respond to the needs of particular corridors by allowing buildings to minimize the impact of the elevated train on Fulton Street with additional flexibility for setbacks at the street level.

Protect neighborhood character of residential core and ensure predictable future development

The proposed zoning will preserve residential neighborhoods and promote contextual infill development. Residents have identified the residential blocks between the main transit corridors as areas to preserve. Side streets between the major commercial corridors feature established neighborhoods of rowhouses, duplexes and small apartment buildings. Contextual zoning would ensure that new infill development complements the existing residential character by promoting consistent building height and size.

F. DESCRIPTION OF THE PROPOSED ACTIONS

The Proposed Actions are intended to facilitate the implementation of the objectives of the East New York Plan, which identified a shared long-term vision for the future of the neighborhood to create more affordable housing and more diverse commercial and retail uses, spur economic development, foster safer streets, and generate new community resources. To accomplish these goals, the New York City Department of City Planning is proposing zoning map and text amendments that would affect a total of approximately 1910 blocks in two areas, in East New York and Ocean Hill, described in detail above.

Additionally, HPD is proposing an amendment to the Dinsmore-Chestnut Urban Renewal Plan to conform land use restrictions to zoning, to refresh the urban renewal plan's general provisions, and to allow disposition of the urban renewal sites in accordance with the urban renewal plan.

DCP will be acting as lead agency on behalf of the CPC and will conduct a coordinated environmental review. HPD will be the co-applicant for the Urban Renewal Plan amendment and, as the result, will serve as an involved agency under CEQR.

Each of these is a discretionary action subject to review under ULURP, Section 200 of the City Charter, and the CEQR process. These discretionary actions are described in more detailed below.

In addition, as noted above, as the proposed 1,000-seat school planned as part of the East New York Community Plan is intended to be a new public school facility, approval and site selection from the SCA would be required. The SCA approval and site selection is not subject to ULURP.

Proposed Zoning Districts

The proposed rezoning would replace all or portions of existing M1-1, M1-2, M1-4, C8-1, C8-2, R5, and R6 districts with M1-4/R6A, M1-4/R7A, M1-4/R8A, M1-4/R7D, R5, R5B, R6B, R6A, R7A, R7D, R8A, C4-4D, C4-4L and C4-5D districts. The proposed rezoning would also replace or eliminate portions of existing C1-2, C1-3, C2-2, and C2-3 overlays mapped within the existing R5 and R6 districts with C2-4 overlays and establish new C2-4 overlays. Figure 3, "Proposed Zoning" presents the proposed zoning map changes, which are discussed in greater detail below.

Proposed R5

(Existing C8-1 and C8-2 districts)

Three R5 districts are proposed for six partial blocks along Atlantic Avenue between Euclid and Lincoln Avenues currently zoned C8-1 and between Cleveland and Linwood Streets currently zoned C8-2.

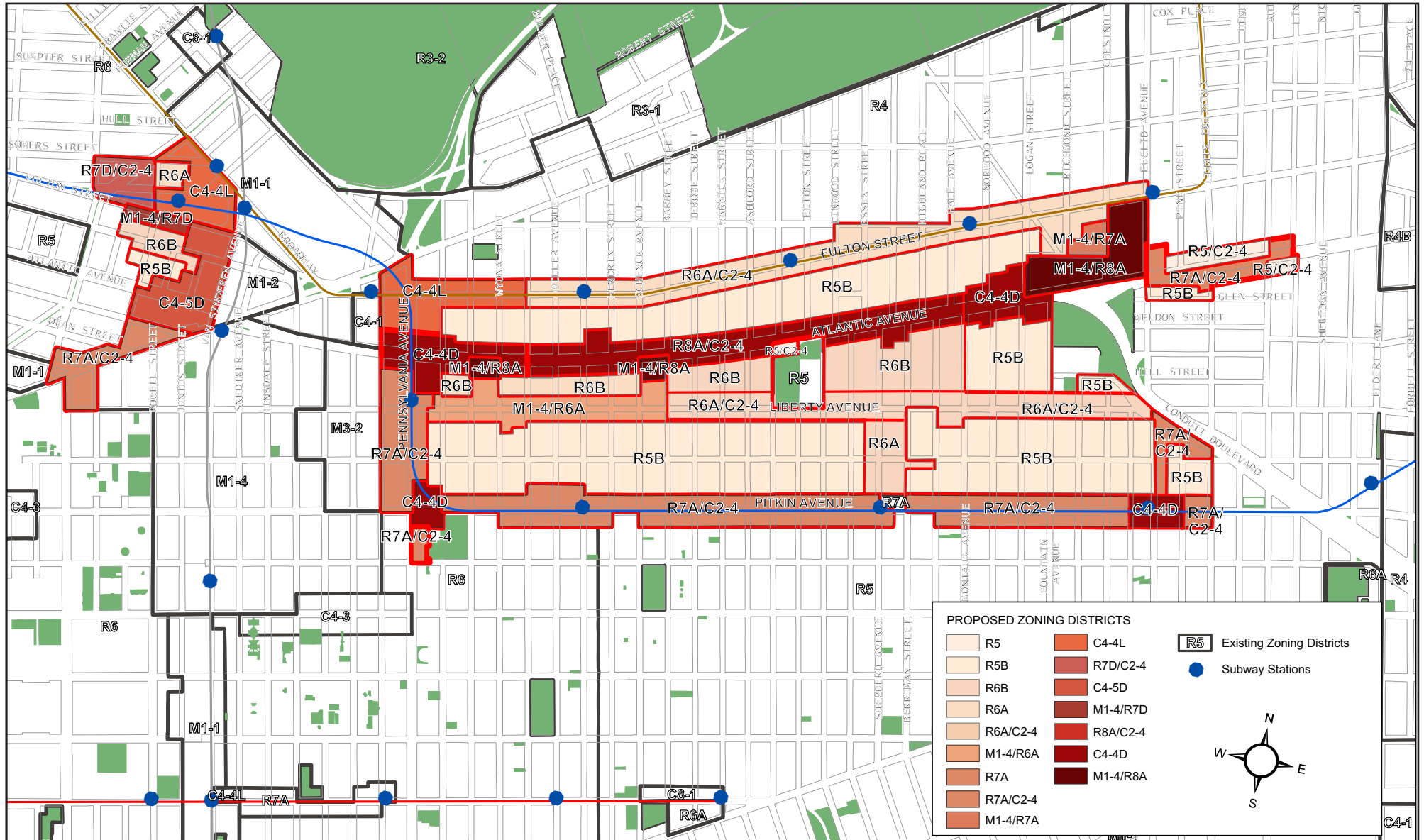
R5 district permits all housing types at a maximum FAR of 1.25. A minimum lot width of 40 feet is required for detached houses and a minimum lot width of 18 feet is required for other housing types. A minimum lot area of 3,800 square feet is required for detached houses, and a minimum lot area of 1,700 square feet is required for other housing types. The perimeter wall of all housing types may rise to 30 feet before sloping or being set back to a maximum building height of 40 feet. Front yards must be exactly 10 feet deep or a minimum of 18 feet. One parking space is required for each dwelling unit, or 85% if grouped.

Proposed R5B

(Existing R5, C8-1, C8-2, ~~and~~ M1-1, and M1-2 districts)

R5B is proposed in the core residential blocks between Fulton Street and Atlantic Avenue, between Atlantic Avenue and Liberty Avenue, ~~and~~ between Liberty Avenue and Pitkin Avenue, and between Herkimer Street and Atlantic Avenue between Sherlock Place and Havens Place as follows:

- Between Fulton Street and Atlantic Avenue: 20 ~~2~~ partial blocks between New Jersey Avenue and ~~Milford~~ Richmond Street. These blocks are currently zoned C8-2, R5, R5/C2-3, and M1-1.
- Between Atlantic Avenue and Liberty Avenue: 3 partial blocks between Montauk Avenue and Fountain Avenue; 2 partial blocks between Crystal and Wells Streets; and 1 partial block between Euclid and Crescent Streets. These blocks are currently zoned M1-1, C8-1, and R5.
- Between Liberty Avenue and Pitkin Avenue: 34 full or partial blocks between Pennsylvania Avenue and Shepherd Avenue that are currently zoned R5; 187 full/partial blocks between Berriman Street and Euclid Avenue that are currently zoned M1-1 and R5; and 43 full/partial blocks between Euclid Avenue and Crescent Street that are currently zoned R5.
- Between Sherlock Place and Havens Place: 3 partial blocks between Herkimer Street and Atlantic Avenue that are currently zoned M1-2.



Source: NYC Department of City Planning

East New York Rezoning Proposal

Figure 3
Proposed Zoning

R5B permits detached and semi-detached residential buildings, but is primarily a three-story rowhouse district. The maximum FAR is 1.35 with a maximum street wall height of 30 feet, above which the building is set back to a maximum height of 33 feet. The front yard must be at least five feet deep and it must be at least as deep as one adjacent front yard and no deeper than the other, but it need not exceed a depth of 20 feet. Attached rowhouses do not require side yards but there must be at least eight feet between the end buildings in a row and buildings on adjacent zoning lots. Curb cuts are prohibited on zoning lot frontages less than 40 feet. On-site parking spaces must be provided for 66 percent of the dwelling units although parking can be waived when only one space is required. Front yard parking is prohibited.

Proposed R6B

(Existing M1-1, M1-2, C8-2, and R5 districts)

R6B is proposed in two areas:

- Along Herkimer Street between Sherlock Place and Havens Place (5 partial blocks currently zoned M1-2).
- Between Atlantic Avenue and Liberty Avenue between New Jersey Avenue and Vermont Street (1 partial block currently zoned C8-2), between Wyona Street and Schenck Avenue (5 partial blocks currently zoned C8-2), between Barbey and Cleveland Streets (4 partial blocks currently zoned R5 and M1-1), and between Linwood Street and Montauk Avenue (5 partial blocks currently zoned R5 and M1-1).

R6B is a typical row house district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B permits residential and community facility uses to a maximum FAR of 2.0 (2.2 residential FAR in areas designated as part of the Inclusionary Housing program). Building base heights must be between 30 and 40 feet, with a 50 foot maximum building height after the building set back to a depth of 10 feet on a wide street and 15 feet on a narrow. New development in the proposed R6B district would be required to line up with adjacent structures to maintain the continuous street wall character. New multifamily residences must provide one off-street parking space for 50% of dwelling units, which may be waived if 5 or fewer spaces would be required.

Proposed R6A

(Existing R5, C8-2, and M1-1, and M1-2 districts)

R6A is proposed on approximately 89 full or partial blocks in three areas:

- Along Fulton Street ~~between Norwood Avenue~~ ~~Bradford Street~~ and ~~Chestnut Street~~ ~~Euclid Avenue~~ south of ~~Fulton Street~~ that are ~~(40 partial blocks~~ currently zoned ~~R5/C2-3)~~ and ~~M1-1;~~
- ~~Along the mid-block between Atlantic Avenue and Liberty Avenue between New Jersey Avenue and Vermont Street (1 partial block currently zoned C8-2), between Wyona Street and Schenck Avenue (5 partial blocks currently zoned C8-2), and between Barbey Street and Berriman Street (8 partial blocks currently zoned R5, C8-2 and M1-1);~~
- ~~Between Essex Street,~~ ~~Along Liberty Avenue between Barbey Street and North Conduit Avenue,~~ ~~Atkins Avenue,~~ and ~~Pitkin Avenue~~ currently zoned ~~R5 and M1-1.~~ and between Liberty Avenue and Pitkin Avenue between Essex and Atkins Streets (35 full or partial blocks currently zoned R5 and M1-1).
- ~~Along Herkimer Street between Sherlock Place and Havens Place currently zoned M1-2 and along Sackman Street between Somers and Truxton Streets~~ on one partial block currently zoned M1-1.

R6A districts allow residential and community facility uses up to 3.0 FAR (3.6 FAR in areas designated as part of the Inclusionary Housing program per Zoning Resolution Section 23-90). The building form requires a street wall between 40 and 60 feet, a setback above the maximum base height of 60 feet, and a maximum building height of 70 feet. Off-street parking is required for 50 percent of the dwelling units, but this requirement is waived if 5 or fewer spaces are required.

Proposed R7A

(Existing R5, C8-1, C8-2, and M1-1, and M1-4 districts)

R7A is proposed on approximately ~~74~~65 full/partial blocks in ~~four~~five areas:

- Between Sheffield Avenue and midblock between Pennsylvania and New Jersey Avenues between ~~Pitkin Belmont Avenue and Liberty~~Atlantic Avenue (7 blocks that ~~is~~are currently zoned M1-1, C8-2, and R5).
- Along Pitkin Avenue between New Jersey Avenue to the west, and Doscher Street to the east; and between Pine Street and Crescent Street along Pitkin Avenue (47 partial blocks that ~~is~~are currently zoned R5).
- Between Liberty Avenue and Pitkin Avenue along Euclid Avenue (3 partial blocks that ~~is~~are currently zoned R5).
- Along Atlantic Avenue between Euclid Avenue and Lincoln Avenue (4 partial blocks currently zoned C8-1 and C8-2).
- Along East New York Avenue between Mother Gaston Boulevard and Pacific Street (4 partial blocks currently zoned M1-1 and M1-4).

R7A is a contextual district that allows for new medium-density residential development and community facilities. R7A districts allow for residential development up to 4.0 FAR (4.6 FAR in areas designated as part of the Inclusionary Housing program) and community facility uses up to 4.0 FAR. The building form requires a street wall of 40 to 65 feet, a setback above the maximum base height, and a maximum building height of 80 feet. New residences would be required to provide one off-street parking space for 50% of the dwelling units, with reduced requirements for affordable housing.

Proposed R7D

(Existing M1-1 district)

R7D is proposed on two ~~(2)~~partial blocks on along Eastern Parkway Extension between Mother Gaston Boulevard and Sackman Street that are currently zoned M1-1.

R7D allows medium-density apartment buildings at a maximum FAR of 4.2 for community facility uses and 5.60 for residential uses in areas designated as part of the Inclusionary Housing program. New structures in R7D districts are required to line up with adjacent structures to maintain the streetwall. Above a base height of 60 to 85 feet, the building must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to its maximum height of 100 feet. In addition, where commercial overlays are mapped, active ground floor uses are required, and the related zoning text amendment would also require transparency on the ground floor (see below).

Proposed R8A

(Existing R5, C8-2, and M1-1 districts)

R8A is proposed on ~~3029~~partial blocks for portions along Atlantic Avenue between Bradford Street and Montauk Avenue. These blocks are currently zoned R5, C8-2, and M1-1.

R8A districts permit residential and community facility uses at a maximum FAR of 6.02 (7.20 in areas designated as part of the Inclusionary Housing program) and 6.50, respectively. The building form requires a base height between 60 and 85 feet and a maximum building height of 120 feet. The off-street parking requirement is one space per 1000 square feet of commercial use and health care facilities and one off-street parking space for 40% of the dwelling units.

Proposed C4-4L*(Existing R5, C8-2, and M1-21 districts)*

C4-4L is proposed on 130 partial blocks along a section of Fulton Street between Sheffield Avenue and Bradford Street currently zoned C8-2 and R5, and two full or partial blocks in Ocean Hill along Broadway between Eastern Parkway and Van Sinderen Avenue. ~~These blocks are currently zoned C8-2 and M1-21.~~

The proposed C4-4L is an existing zoning district created specifically for commercial corridors with elevated trains, similar to Fulton Street. The designation represents a contextual, regional commercial district that permits residential development at an R7A equivalent, as well as commercial and community facility. The proposed C4-4L district would allow for a wider range of uses and provide more building design along the elevated J/Z transit line.

C4-4L allows residential development up to 4.0 FAR (4.6 FAR in areas designated as part of the Inclusionary Housing program) and commercial and community facility uses up to 4.0 FAR. The proposed C4-4L district would allow two distinct building types depending on the location in relation to elevated train tracks:

- For lots not fronting on the elevated train, the proposed C4-4L district applies the height and setback regulations of a C4-4A district, requiring a street wall between 40 and 65 feet high and allowing a maximum building height of 80 feet.
- For lots fronting on the elevated train and within 125 feet of the streetline adjacent to the elevated train, buildings would be required to set back five feet from the streetline adjacent to the elevated train at the ground floor, and allowed to rise to a maximum height of 100 feet or ten stories, with a minimum base height of 30 feet and a maximum base height of 65 feet. Above the base height, buildings would be required to set back at least 15 feet. Certain corner lots and through lots, depending on size and configuration, would also be subject to more generous lot coverage maximums, and some through lots would be permitted to waive the required rear yard equivalent.

Proposed C4-5D*(Existing M1-2 district)*

A C4-5D district is proposed for all or parts of five blocks generally bounded by Fulton Street, Van Sinderen Avenue, Sackman Street, and Pacific Street. ~~Bedford and Brooklyn Avenues and Nostrand Avenue between Macon Street and Atlantic Avenue.~~ These blocks are currently zoned M1-2.

C4-5D permits residential, commercial, and community facility buildings at a maximum FAR of 4.2 (5.6 FAR in areas designated as part of the Inclusionary Housing program). The building form requires a base height between 60 and 85 feet and a maximum building height of 100 feet. Active ground floor uses are required, and fifty percent of the building frontage on the ground floor between a height of 2 and 12 feet above curb level is required to be glazed with transparent materials that will enhance the pedestrian experience. The off-street parking requirement is one space per 1000 square feet of commercial use and one off-street parking space for 50% of the dwelling units.

Proposed C4-4D*(Existing R5, C8-2 and M1-1 districts)*

C4-4D is proposed on 204 partial blocks along two sections of Atlantic Avenue, between Sheffield Avenue and Bradford Street; and between Montauk Avenue and Fountain Avenue; and two sections of either end of Pitkin Avenue in the study area, between Pennsylvania and New Jersey Avenues and between Doscher Street and Pine Street. These blocks are currently zoned R5, M1-1 and C8-2.

C4-4D is an R8A equivalent that permits residential development up to 6.02 FAR (7.20 FAR in areas designated as part of the Inclusionary Housing program), commercial uses up to 3.4 FAR, and community facilities up to 6.5 FAR. The building form requires a base height between 60 and 85 feet and a maximum building height of 120 feet. The

off-street parking requirement is one space per 1000 square feet of commercial use and health care facilities and one off-street parking space for 40% of the dwelling units.

Proposed M1-4/R6A

(Existing R5, C8-2 and M1-1 districts)

An M1-4/R6A mixed use district is proposed for 18 partial blocks along Liberty Avenue between New Jersey Avenue and Barbey Street. These blocks are currently zoned R5, C8-2, and M1-1.

M1-4/R6A districts permit residential and community facility uses within Use Groups 1-4, and commercial and manufacturing uses within Use Groups 5-15 and 17 at a maximum FAR of 3.0 (3.6 with Inclusionary Housing) for residential, 3.0 for community facility, and 2.0 for commercial or manufacturing uses. For residential uses the building form requires a street wall of 40 to 60 feet, a setback above the street wall, 10 feet facing wide streets and 15 feet facing narrow streets, and a maximum building height of 70 feet. For industrial and commercial uses, the allowable FAR would remain at 2.0 resulting typically in two-story buildings.

Proposed M1-4/R7A

(Existing M1-1 district)

An M1-4/R7A mixed use district is proposed for a partial block between Chestnut Street and Richmond Street just south of Fulton Street that is currently zoned M1-1.

M1-4/R7A districts permit residential and community facility uses within Use Groups 1-4, and commercial and manufacturing uses within Use Groups 5-15 and 17 at a maximum FAR of 4.0 (4.6 with Inclusionary Housing) for residential, 4.0 for community facility, and 2.0 for commercial or manufacturing uses. For residential uses the building form requires a street wall of 40 to 65 feet, a setback above the street wall, 10 feet facing wide streets and 15 feet facing narrow streets, and a maximum building height of 80 feet. For industrial and commercial uses, the allowable FAR would remain at 2.0 resulting typically in two-story buildings.

Proposed M1-4/R7D

(Existing M1-2 district)

An M1-4/R7D mixed use district is proposed for two partial blocks along Fulton Street between Eastern Parkway Extension and Havens Place that are currently zoned M1-2.

M1-4/R7D districts permit residential and community facility uses within Use Groups 1-4, and commercial and manufacturing uses within Use Groups 5-15 and 17 at a maximum FAR of 5.0 (5.6 with Inclusionary Housing) for residential, 4.2 for community facility, and 2.0 for commercial or manufacturing uses. For residential uses, above a base height of 60 to 85 feet, the building must set back to a depth of 10 feet on a wide street and 15 feet on a narrow street before rising to its maximum height of 100 feet. For industrial and commercial uses, the allowable FAR would remain at 2.0 resulting typically in two-story buildings.

Proposed M1-4/R8A

(Existing M1-1 and C8-2 districts)

The proposed M1-4/R8A mixed use district is proposed for two full blocks between Logan Avenue and Euclid Avenue along Atlantic Avenue (currently zoned M1-1) and two partial blocks along Atlantic Avenue between Barbey and Schenck Streets (currently zoned M1-1) and between Vermont and Wyona Streets (currently zoned C8-2).

The proposed M1-4/R8A district would allow residential and community facility uses within Use Groups 1-4, and commercial and manufacturing uses within Use Groups 5-15 and 17 at a maximum FAR of 6.02 (7.20 with

Inclusionary Housing) for residential, 6.50 for community facility, and 2.0 for commercial or manufacturing uses. The proposed M1-4/R8A district requires new buildings to have a street wall height of 60 to 85 feet and a maximum building height of 120 feet. For industrial and commercial uses, the allowable FAR would remain at 2.0 resulting typically in two-story buildings.

Proposed Commercial Overlays

Existing C1 and C2 commercial overlays are mapped intermittently throughout the study area. C1 districts permit commercial Use Groups 5 and 6 while C2 districts permit Use Groups 5 through 9 and 14.

C2-4 commercial overlays are proposed to be mapped over portions of the proposed R5, R6A, R7A, R7D, and R8A districts as follows detailed below. The proposed rezoning would also replace or eliminate portions of existing C1-2, C1-3, C2-2, and C2-3 overlays with C2-4 overlays and establish new C2-4 overlays. The affected area is as follows:

- Proposed R5: Five partial blocks along Atlantic Avenue between Pine Street and Lincoln Avenue currently zoned C8-1 and one partial block between Cleveland and Linwood Streets currently zoned C8-2.
- Proposed R6A: ~~3940~~ full/partial blocks on Fulton Avenue between Bradford Avenue and Euclid Avenue that are currently zoned R5/C2-3; and ~~3335~~ full/partial blocks on Liberty Avenue between Barbey Street and Conduit Avenue that are currently zoned R5 and M1-1.
- Proposed R7A: ~~10~~Four full/partial blocks on Atlantic Avenue between Euclid Avenue and Lincoln Avenue that are current zoned C8-1 and C8-2; ~~67~~ partial blocks on Pennsylvania between Liberty Avenue and ~~Pitkin~~Belmont Avenue that are currently zoned R5 and C8-2; 49 partial blocks along Pitkin Avenue between New Jersey Avenue and Crescent Street currently zoned R5 and R6; 3 full/partial blocks along East New York Avenue between Pacific Street and Bergen Street and Liberty Avenue.
- Proposed R7D: One partial block between Eastern Parkway and Mother Gaston Boulevard that is currently zoned M1-1.
- Proposed R8A: ~~2930~~ full/partial blocks on Atlantic Avenue between Bradford and Montauk that are current zoned R5/C2-3, C8-2, M1-1, and R5; and ~~2~~ full/partial blocks on Pitkin Avenue between Pennsylvania and New Jersey Avenue that are currently zoned R5 and C8-2.

C2-4 commercial overlays allow for local retail uses and commercial development up to 2.0 FAR. In these areas, the C2-4 commercial overlays will support the development of mixed residential/commercial uses. This proposal would map commercial overlays to a depth of 100 feet to reflect the typical depth of existing lots along these corridors and to prevent commercial uses from encroaching on residential side streets. Existing commercial overlays mapped at a depth of 150 feet would be removed on Fulton Street, Pitkin Avenue, and Liberty Avenue.

Proposed Zoning Text Amendments

The Proposed Actions include amendments to the text of the Zoning Resolution to apply a new mandatory Inclusionary Housing program (see below) to portions of the proposed rezoning area where zoning changes are promoting new housing. Additionally, the Proposed Actions include amendments to Zoning Resolution including the establishment of an Enhanced Commercial District and a Special Mixed Use District within the rezoning area along Atlantic Avenue, Pitkin Avenue, and Fulton Street and to foster a safe and engaging pedestrian experience and to provide flexibility along transit corridors.

Mandatory Inclusionary Housing Program

~~The Department of City Planning proposes a Zoning Text amendment to apply a mandatory Inclusionary Housing program to portions of the proposed rezoning area, including where zoning changes are promoting new housing. The mandatory Inclusionary Housing program would apply within the following districts: M1-4/R6A, M1-4/R7A, M1-4/R8A, M1-4/R7D, R6A, R7A, R7D, R8A, C4-4D, C4-4L and C4-5D districts within the rezoning area. This program would require that a share of new housing be provided as affordable to low or moderate income households, and its parameters will be based on the conclusions of a study being conducted jointly by DCP and~~

~~HPD. This study is being undertaken to inform a set of zoning text amendments to establish a mandatory Inclusionary Housing program to be applied citywide in conjunction with zoning changes that encourage housing production, which will be initiated by DCP as an independent action. The mandatory Inclusionary Housing provisions proposed for East New York will be consistent with the broader mandatory IH proposal.~~

DCP is proposing a citywide zoning text amendment to authorize a Mandatory Inclusionary Housing (MIH) program. The East New York Rezoning will be the first mapping of an MIH area and is the subject of a separate but concurrent land use review and environmental review process to the citywide MIH zoning text amendment. Since affordable housing guarantees are key component of the East New York Plan, the East New York rezoning includes a related action for a zoning text amendment to create an MIH program applicable only to East New York. This will provide a guarantee of an MIH program in East New York in the event that the citywide MIH zoning text is either not approved or is approved after the East New York rezoning is implemented. The East New York MIH zoning text mirrors the citywide MIH zoning text. Any changes to the Mandatory Inclusionary Housing text amendment would be expected to be made applicable to the East New York Rezoning, and duly reflected in this environmental review. For a full description of the MIH proposal.

Specifically, DCP is proposing a zoning text amendment to apply a mandatory Inclusionary Housing Program (MIH) to portions of the rezoning area, including where zoning changes are promoting new housing. The MIH would apply within the following districts: M1-4/R6A, M1-4/R7A, M1-4/R7D, M1-4/R8A, R6B, R6A, R7A, R7D, R8A, C4-4D, C4-4L, and C4-5D districts within the rezoning area (see Figure 4). This program would require permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped “Mandatory Inclusionary Housing Areas” (MIHAs).

The program would require permanently affordable housing set-asides for all developments over 10 units or 12,500 zoning square feet within the MIH designated areas or, as an additional option for developments between 10 and 25 units, or 12,500 to 25,000 square feet, a payment into an Affordable Housing Fund. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to the Board of Standards and Appeals (BSA) for a special permit to reduce or modify the requirements. Developments, enlargements or conversions that do not exceed either 10 units or 12,500 square feet of residential floor area will be exempt from the requirements of the program.

The proposed MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set-aside. For the East New York Rezoning, the designated MIH Areas will follow the requirements of option one, described below:

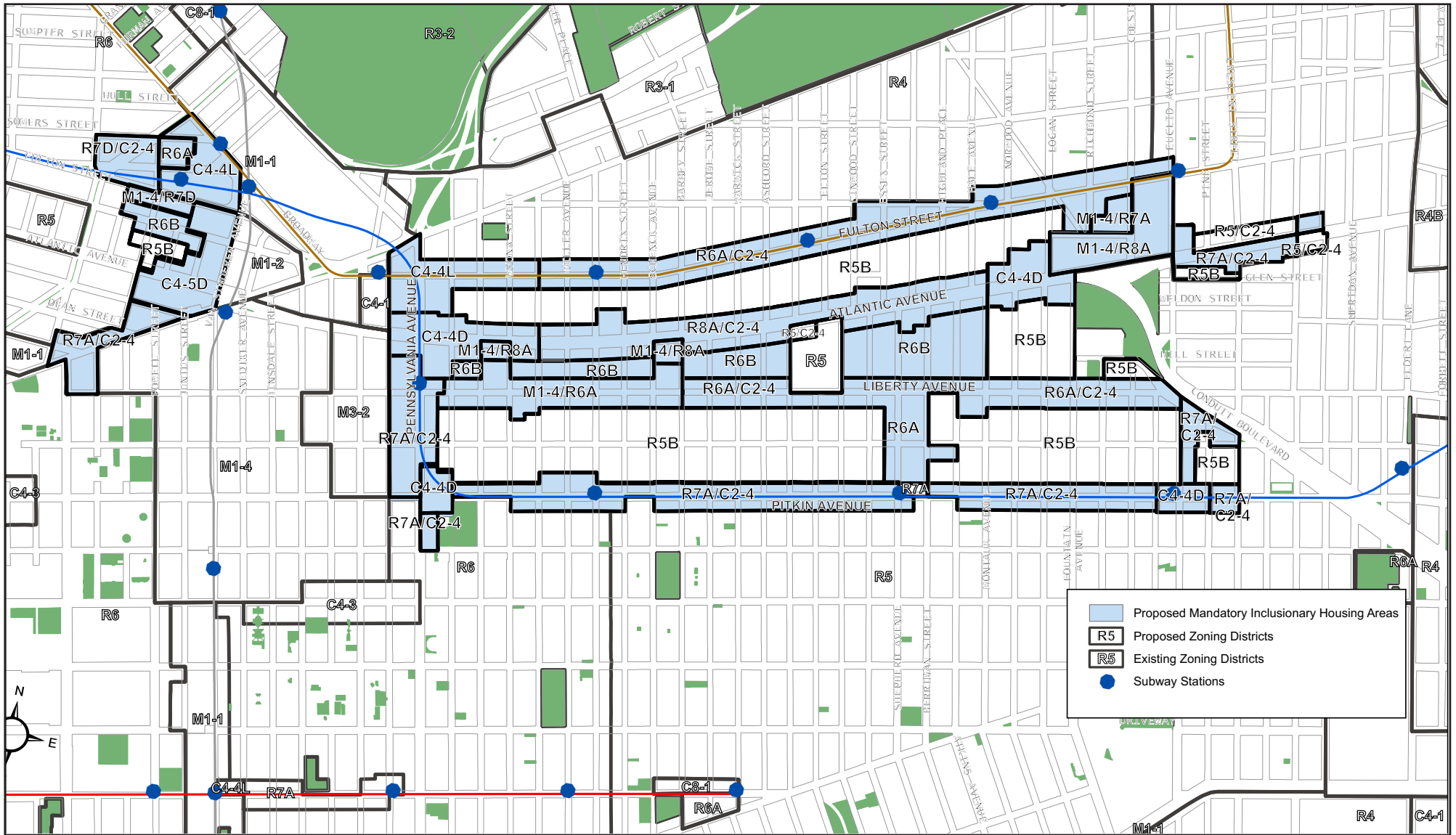
Option One: 25 percent of the residential floor area shall be provided as housing affordable to households at an average of 60 percent of the Income Index (AMI), with no unit targeted at a level exceeding 130% of AMI. Qualifying households would be limited to no more than three income bands and at least 15 percent of the residential floor area must be provided to households with income at or below 40 percent of AMI.

Enhanced Commercial District

~~The Department of City Planning proposes a Zoning Text amendment to establish an Enhanced Commercial Districts in the rezoning area along portions of Atlantic Avenue, Pitkin Avenue, Fulton Street, and Pennsylvania Avenue (refer to Figure 5). The Enhanced Commercial District would foster a safe and engaging pedestrian experience along the these corridors by establishing regulations governing requiring non-residential ground floor use, requiring minimum levels of transparency on the ground floor and limiting curb cuts, among potential other regulations and requiring setbacks along corridors with elevated trains.~~

Special Mixed Use District

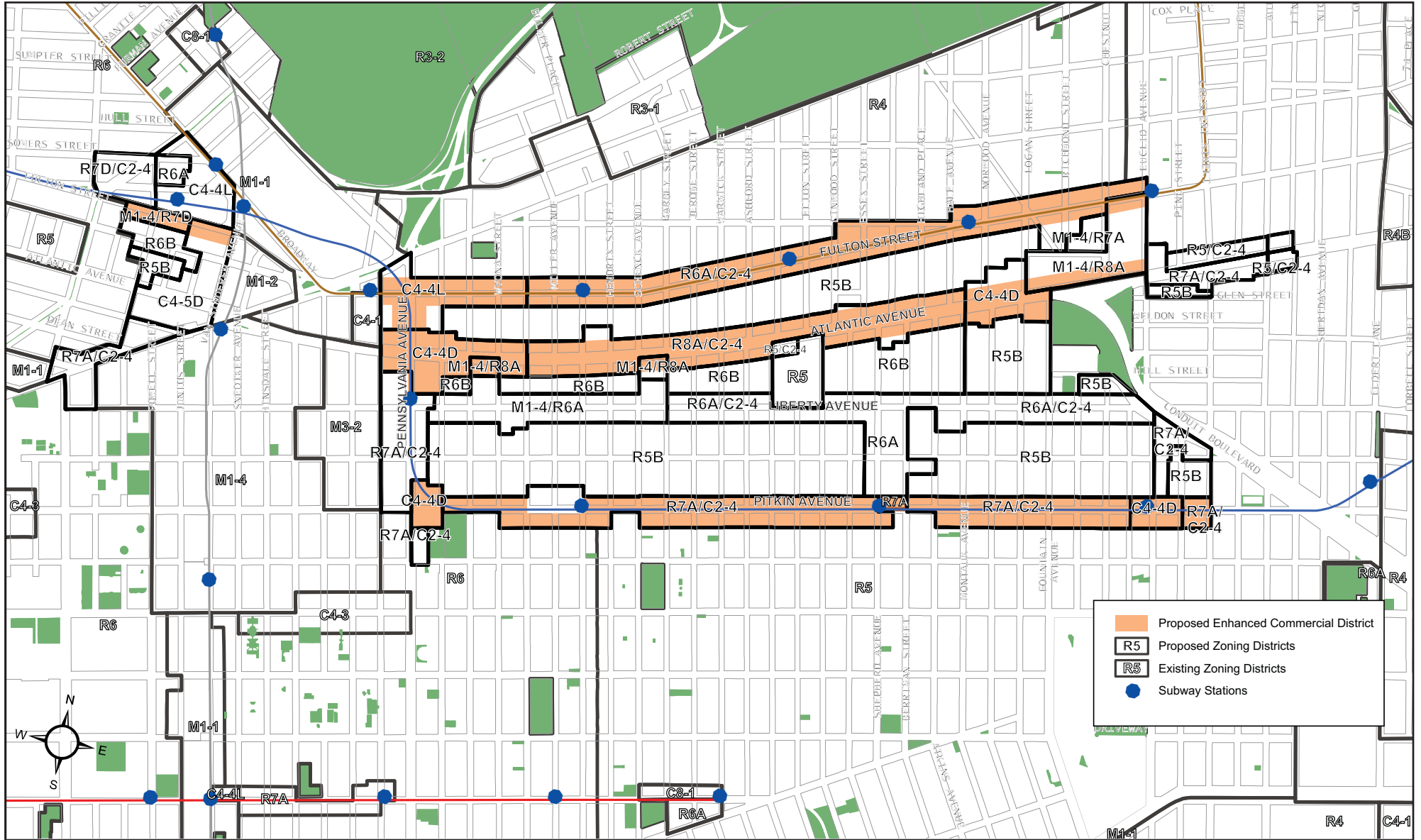
The Special Mixed Use District (MX) is a special zoning district that is mapped in several locations throughout the city. It combines a light industrial (M1) district with a residential district, and permits a mix of selected light



Source: NYC Department of City Planning

East New York Rezoning Proposal

Figure 4
Proposed Mandatory Inclusionary Housing Areas



Source: NYC Department of City Planning

industrial, commercial, residential, and community facility uses under the applicable regulations. The MX district permits mixed-use buildings, and includes an expanded definition of “home occupations,” permitting a broader variety of live-work accommodations than is allowed in standard zoning districts. The proposed MX districts is intended to retain existing light industrial businesses while encouraging the redevelopment of vacant and underutilized land and lofts with residential uses. The Proposed MX districts locations and regulations are described in more detail above under “Proposed Zoning.”

Proposed Amendment to Dinsmore-Chestnut Urban Renewal Plan and Land Disposition

The proposed amendment to the Chestnut Dinsmore Urban Renewal Plan would conform land use restrictions to zoning and would refresh the urban renewal plan’s general provisions. Additionally, disposition approval of the urban renewal site would allow development pursuant and in accordance with the urban renewal plan. Through its Urban Renewal Authority, HPD established the Dinsmore-Chestnut Urban Renewal Area (URA) in 2001 pursuant to the Uniform Land Use Review Procedure and the New York State General Municipal Law. The Dinsmore-Chestnut URA is comprised of Site A (Block 4142, Lot 32) and is generally bounded by Dinsmore Place on the north, Chestnut Street on the east, Atlantic Avenue on the south, and Logan Street on the west. HPD proposes an amendment to the Dinsmore-Chestnut Urban Renewal Plan (URP) to change the land use designation on Site A to reflect the proposed zoning changes. Site A is currently designated for manufacturing use. Under the Proposed Actions, the land use designation would be changed to allow residential, community facility, commercial and light manufacturing uses, and other uses permitted under the proposed zoning. In addition, the proposed amendment would update the URP’s general provisions and language to conform to current standards.

Disposition Approval

HPD is also seeking approval for the disposition of City-owned property associated with Site A (Block 4142, Lot 32) of the Dinsmore-Chestnut URA. The requested approval would permit the construction of a mixed-use development that could include housing, community facility, commercial, light manufacturing and other uses allowed under the proposed zoning, and in accordance with the uses permitted in the amended Dinsmore-Chestnut URP.

Potential Future Actions

HPD may provide construction funding through any of its several financing programs intended to facilitate the development of new affordable housing and the preservation of existing affordable units for a range of incomes, including supportive housing and senior housing on privately-owned or City-owned land. HPD’s financing programs would provide both for-profit and not-for-profit developers a wide range of opportunities to build or preserve rental and homeownership units within the Project Area. HPD works together with a variety of public and private partners to achieve the City’s affordable housing goals. In addition to HPD financing, in conjunction with the issuance of tax-exempt bonds, the New York City Housing Development Corporation (HDC) may fund construction of new affordable multi-family apartment buildings and the rehabilitation of existing multi-family apartment buildings intended to upgrade existing developments and preserve affordability. Affordable housing developed and/or preserved within the Project Area may also utilize funding provided by New York State Homes and Community Renewal and the U.S. Department of Housing and Urban Development, which would be subject to separate future environmental reviews under SEQRA and NEPA, respectively.

Actions Not Subject to Uniform Land Use Review Procedure (ULURP)

In addition to the Proposed Actions, as noted above, as the proposed 1,000-seat school planned as part of the East New York Community Plan is intended to be a new public school facility, approval and site selection from the SCA would be required. The SCA approval and site selection is not subject to ULURP.

Other Actions That Would Affect the Project Area

Independent of the Proposed Actions described above for East New York and Ocean Hill, the Department of City Planning ~~anticipates~~ is proposing a series of text amendments to eliminate unnecessary obstacles to the creation of housing, especially affordable housing known as Zoning for Quality and Affordability (ZQA). These text amendments ~~are expected to~~ will be in public review concurrent with the ~~Proposed~~ Actions in the East New York study area and when adopted will affect the proposed zoning districts. Since these zoning changes would affect districts described above, their effects on the project area will be analyzed as part of this environmental review in order to provide a conservative analysis.

Building Envelope Controls

~~The anticipated zoning text amendments would allow a limited amount of additional building height in medium- to high-density districts for all new developments to accommodate ground floors with greater floor-to-ceiling heights, to better accommodate quality space for commercial, community facility, and residential uses. These changes would also relieve certain setback requirements and coverage limitations to accommodate permitted floor area and allow greater flexibility for quality design. In some districts, limited additional height would be allowed to relieve constraints posed by current height and setback limits. The proposed changes would also allow additional height for buildings utilizing the higher floor area allowed in Inclusionary Housing designated areas. The proposed ZQA zoning text amendments would modernize rules that shape buildings in the City through various updates and refinement to the Zoning Resolution of the City of New York, as follows:~~

- General building envelope modifications: In medium- and higher-density districts, the proposed ZQA zoning text amendment would allow additional flexibility to accommodate best practices for affordable construction and good design, while maintaining current maximum FARs.
- Enhanced building envelope modifications for Inclusionary and affordable senior housing and care facilities: Where zoning allows additional floor area for affordable housing for seniors or Inclusionary Housing, provide enough flexibility to fit all permitted floor area with good design.
- Improved design flexibility: Allow flexibility for the variation and texture that typify older buildings in many neighborhoods.
- Modifications for constrained lots: Most existing zoning controls are designed to work with flat, rectangular lots and do not work well on irregularly-shaped or slopes sites.

Senior and Supportive Housing

~~The proposed ZQA zoning text amendment would promote affordable senior housing and long-term care facilities through various updates and refinements to the Zoning Resolution of the City of New York, as follows:~~

- Modernize zoning definitions: Accommodate today's housing models and recognize regulated housing and facility types by removing obsolete definitions and updating definitions for affordable senior housing and long-term care facilities.
- Rationalize FARs: Establish consistent FARs and corresponding building heights for affordable senior housing and long-term care facilities to facilitate more and better housing for seniors.
- Remove the specific open space ratios for non-contextual districts and lot coverages for contextual districts: The senior bulk requirements would reference the lot coverage and open space provisions in the underlying bulk regulations.
- Allow flexibility for different types of affordable senior housing and care facilities: Relax density restrictions that may prevent the creation of appropriately sized units by removing the density factor and minimum unit size requirement.
- Provide a framework for mixing of Use Group 2 residences with certain Use Group 3 community facilities: Specify how density in mixed community facility and residential buildings would be calculated and remove

existing restrictions in R6 and R7-1 that limit the portion of mixed building that can include community facility uses. In a building that combines Use Groups 2 and 3, the Quality Housing floor area deductions would be computed based on the combined floor area.

- Reduce administrative obstacles: Eliminate certifications and Special Permits for nursing homes.
- The proposed zoning text amendment would define the following categories:
 - “Affordable independent housing for seniors” (Use Group 2 Residential)
 - “Senior long term care,” including nursing homes and assisted living (Use Group 3 Community Facility)
 - “Supportive housing” as permanent housing with services for populations with special needs (Use Group 2 Residential)

~~The permitted floor area ratio for affordable independent housing for seniors and senior long term care would generally match that of Inclusionary Housing. These types of development would also be allowed to utilize the proposed height limits applicable to Inclusionary Housing developments. For supportive housing, the underlying residential district regulations, including floor area ratios, would apply.~~

Parking Requirements

~~The proposed ZQA zoning text amendment would eliminate off-street parking requirements for low-income housing or Inclusionary Housing within areas that fall within a “Transit Zone” encompassing areas well served by transit and with low car ownership and auto commutation rates. This would include the area affected by the Proposed Actions. ZQA would also allow new buildings, through discretionary review, to reduce required parking to enable mixed-income development or existing affordable buildings with underutilized parking to reduce or eliminate requirements. Existing buildings with underutilized parking would be eligible to reduce or eliminate parking requirements by BSA special permit. Parking requirements for market rate units within a mixed income development could be reduced by authorization from the City Planning Commission, if necessary to facilitate the mixed income development. No parking would be required for new affordable senior housing. Existing low-income affordable senior housing developments would be able to reduce or eliminate their parking.~~

G. ANALYSIS FRAMEWORK

Reasonable Worst-Case Development Scenario (RWCDs)

In order to assess the possible effects of the Proposed Actions, a RWCDs was developed for both the current (Future No-Action) and proposed zoning (Future With-Action) conditions for a 15-year period (build year 2030). The incremental difference between the Future No-Action and Future With-Action conditions will serve as the basis for the impact analyses of the Environmental Impact Statement. For area-wide rezonings not associated with a specific development, a ten-year period is typically the length of time over which developers would act on the area-wide zoning map changes such as those proposed. However, because current housing market conditions in the neighborhood are such that it may take longer for the full extent of development to occur under the Proposed Actions, a fifteen-year build year was selected for the time frame of the environmental analyses.

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

Development Site Criteria

In projecting the amount and location of new development, several factors have been considered in identifying likely development sites. These include known development proposals, past and current development trends, and the development site criteria described below. Generally, for area-wide rezonings that create a broad range of development opportunities, new development can be expected to occur on selected, rather than all, sites within

the rezoning area. The first step in establishing the development scenario was to identify those sites where new development could be reasonably expected to occur.

Development sites were initially identified based on the following criteria:

- Lots located in areas where a substantial increase in permitted FAR is proposed;
- Lots with a total size of 5,000 square feet (sf) or larger (may include potential assemblages totaling 5,000 sf, respectively, if assemblage seems probable²);
- Underutilized lots (defined as vacant or lots constructed to less than or equal to half of the proposed FAR under the proposed zoning); and
- Lots located in areas where changes in use would be permitted.

Certain lots that meet these criteria were excluded from the scenario based on the following conditions because they are very unlikely to be redeveloped as a result of the proposed rezoning:

- Lots where construction activity is actively occurring or has recently been completed;
- Sites of schools (public and private), municipal libraries, government offices, large medical centers, and houses of worship. These facilities may meet the development site criteria, because they are built to less than half of the permitted floor area under current zoning and are on larger lots. However, these facilities have not been redeveloped or expanded despite the ability to do so, and it is extremely unlikely that the increment of additional FAR permitted under the proposed zoning would induce redevelopment or expansion of these structures. Additionally, for government-owned properties, development and/or sale of these lots may require discretionary actions from the pertinent government agency;
- Multi-unit buildings (existing individual buildings with six or more residential units are unlikely to be redeveloped because of the required relocation of tenants in rent-stabilized units);
- Certain large commercial structures such as multi-story office buildings and hotels. Although these sites may meet the criteria for being built to less than half of the proposed permitted floor area, some of them are unlikely to be redeveloped due to their current or potential profitability, the cost of demolition and redevelopment, and their location.
- Lots whose location or highly irregular shape would preclude or greatly limit future as-of-right development. Generally, development on highly irregular lots does not produce marketable floor space.
- Lots utilized for public transportation and/or public utilities.

These criteria have been developed to reflect observed development patterns within the rezoning area. In recent years, these areas have seen few entirely new developments constructed despite being neighborhood shopping streets that are well served by public transportation. Accordingly, certain sites that might be considered a soft site under the above criteria within these areas have been excluded or determined to be less likely to be developed if they meet one or more of the following criteria:

- Sites smaller than 7,500 sf occupied by existing residential development and/or;
- Sites with multiple commercial and residential tenants and/or;
- Sites occupied by active businesses within significant structures or buildings; and/or
- Sites occupied by unique services or prominent and successful neighborhood businesses.

² Assemblages are defined as a combination of adjacent lots that satisfy one of the following conditions: (1) the lots share common ownership and, when combined, meet the Qualifying Site criteria; (2) at least one of the lots, or a combination of lots, meets the Qualifying Site criteria, and ownership of the assemblage is shared by no more than two distinct owners.

Definition of Projected and Potential Development Sites

To produce a reasonable, conservative estimate of future growth, the development sites have been divided into two categories: projected development sites and potential development sites. The projected development sites are considered more likely to be developed within the 15-year analysis period for the Proposed Actions (i.e., by the 2030 analysis year), while potential sites are considered less likely to be developed over the same period. Potential development sites were identified based on the following criteria:

- Slightly irregularly-shaped lots or otherwise encumbered parcels that would make as-of-right development difficult.
- Lots with ten or more commercial tenants, which may be difficult to dislodge due to long-term leases.
- Active businesses, which may provide unique services or are prominent and successful neighborhood businesses or organizations unlikely to move.
- Sites divided between disparate zoning districts.

Based on the above criteria, a total of ~~187-185~~ development sites (~~81-80~~ projected and ~~106-105~~ potential) have been identified in the rezoning area. Figures ~~46a~~ through ~~46d~~ show these projected and potential development sites, and the detailed RWCDs tables provided in Appendix 2A to this document identify the uses expected to occur on each of these sites under future No-Action and future With-Action conditions. Appendix 2B includes “snapshots” of each projected and potential development site identified in the RWCDs. Table 1, below, provides a summary of the RWCDs for each analysis scenario.

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

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

Development Scenario Parameters

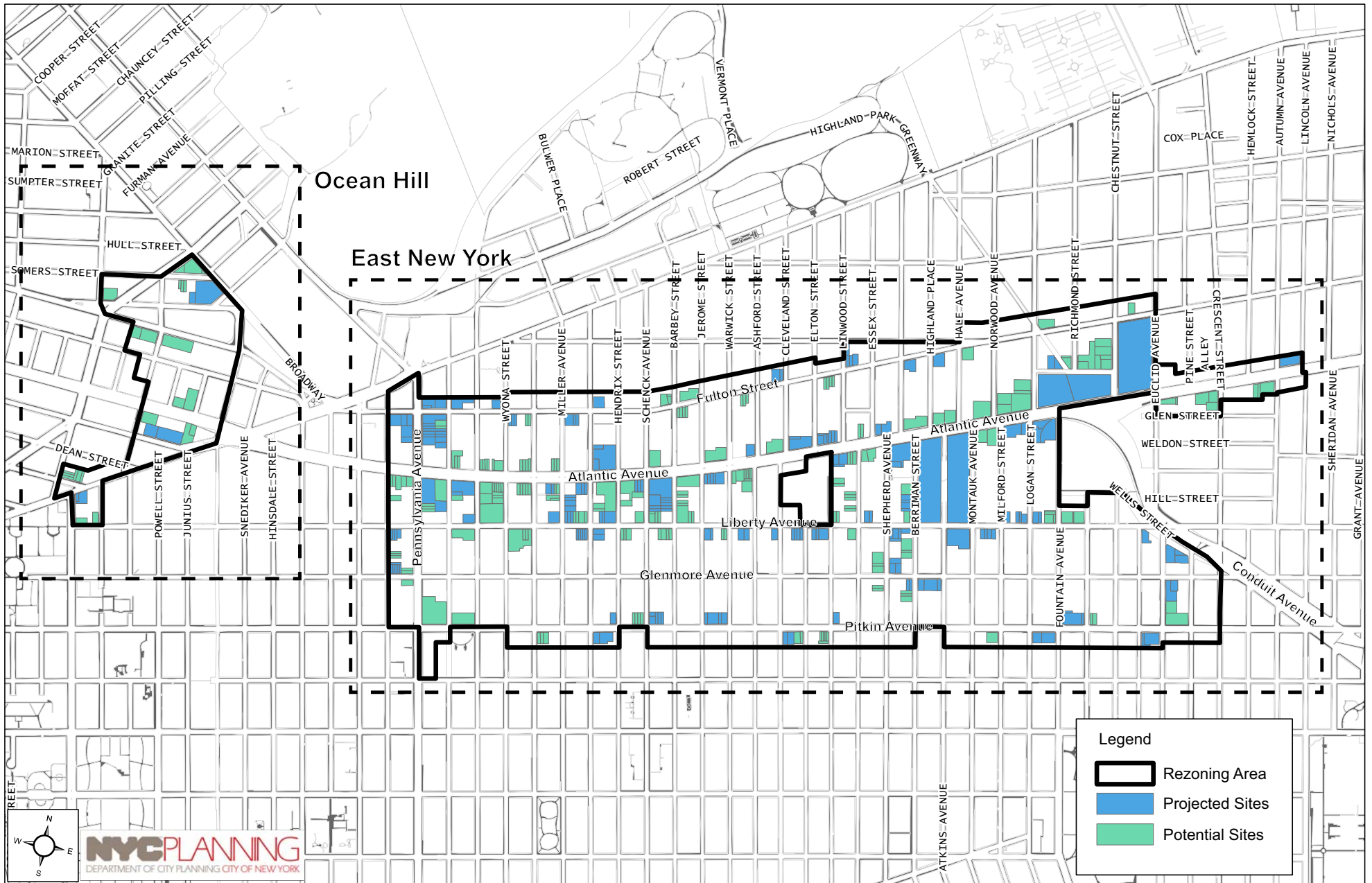
DWELLING UNIT FACTOR

The number of projected dwelling units in apartment buildings is determined by dividing the total amount of residential floor area by 1,000 and rounding to the nearest whole number.

AFFORDABLE HOUSING ASSUMPTIONS

Additionally, the number of affordable dwelling units assumed was estimated based on known development proposals, past and current development trends, the City, State, and Federal programs that support the construction of affordable housing, and the proposals in Housing New York, the Mayor’s ten-year housing plan, that aim to significantly increase the amount of affordable housing created and preserved in the five boroughs.

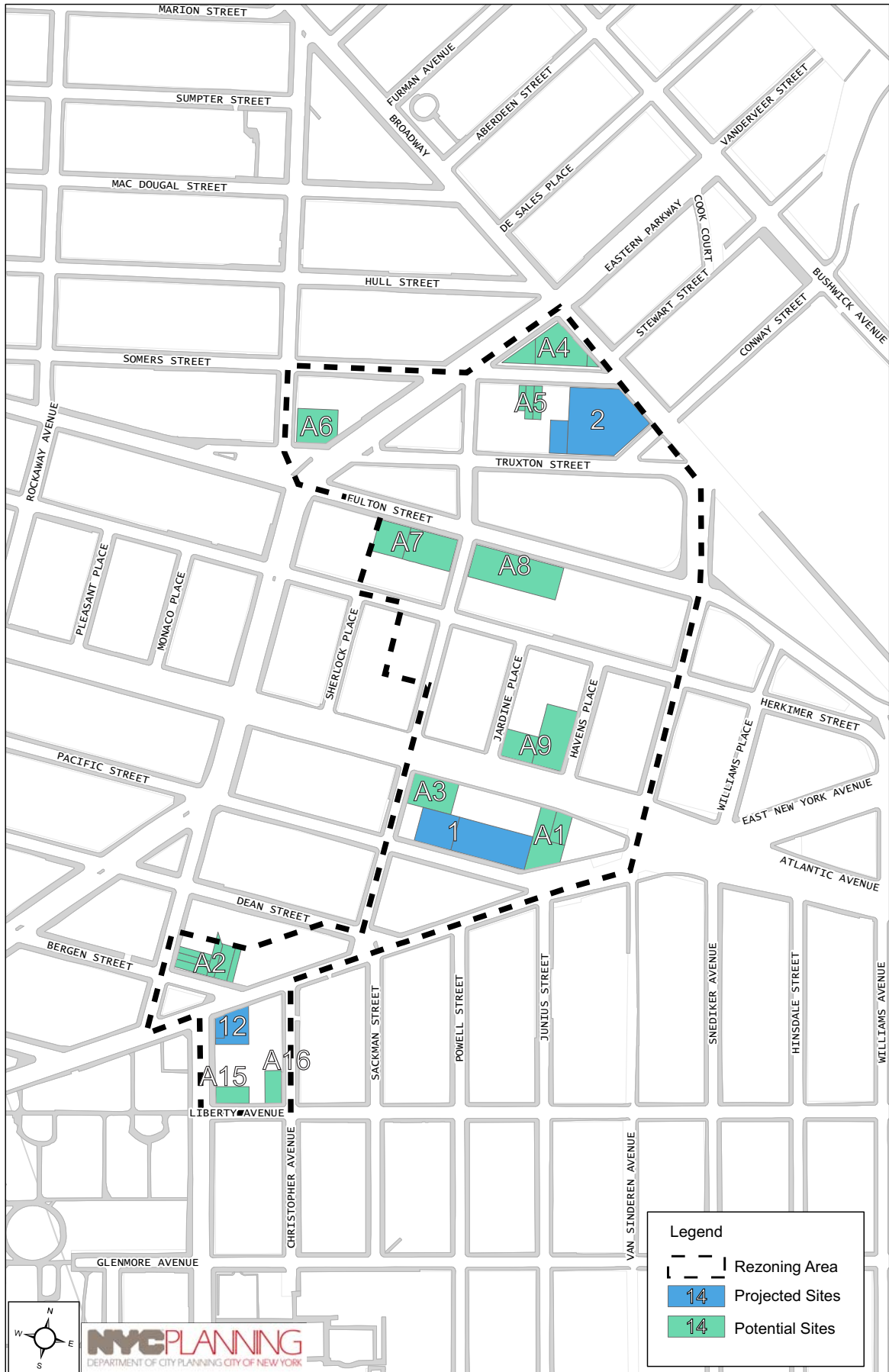
East New York has not experienced market-rate multifamily construction in recent years. It is possible that by the time of the analysis year, changes in the housing market may result in this type of construction occurring. In this event, the proposed ~~mandatory MIH regulations program as discussed above~~ will ensure that a share of new housing is affordable. However, for the immediate future, it is anticipated that new multifamily development will resemble recent multifamily development in the broader area, which has utilized public subsidy and been affordable to low-income households. While a new ~~mandatory Inclusionary Housing MIH~~ program would set a

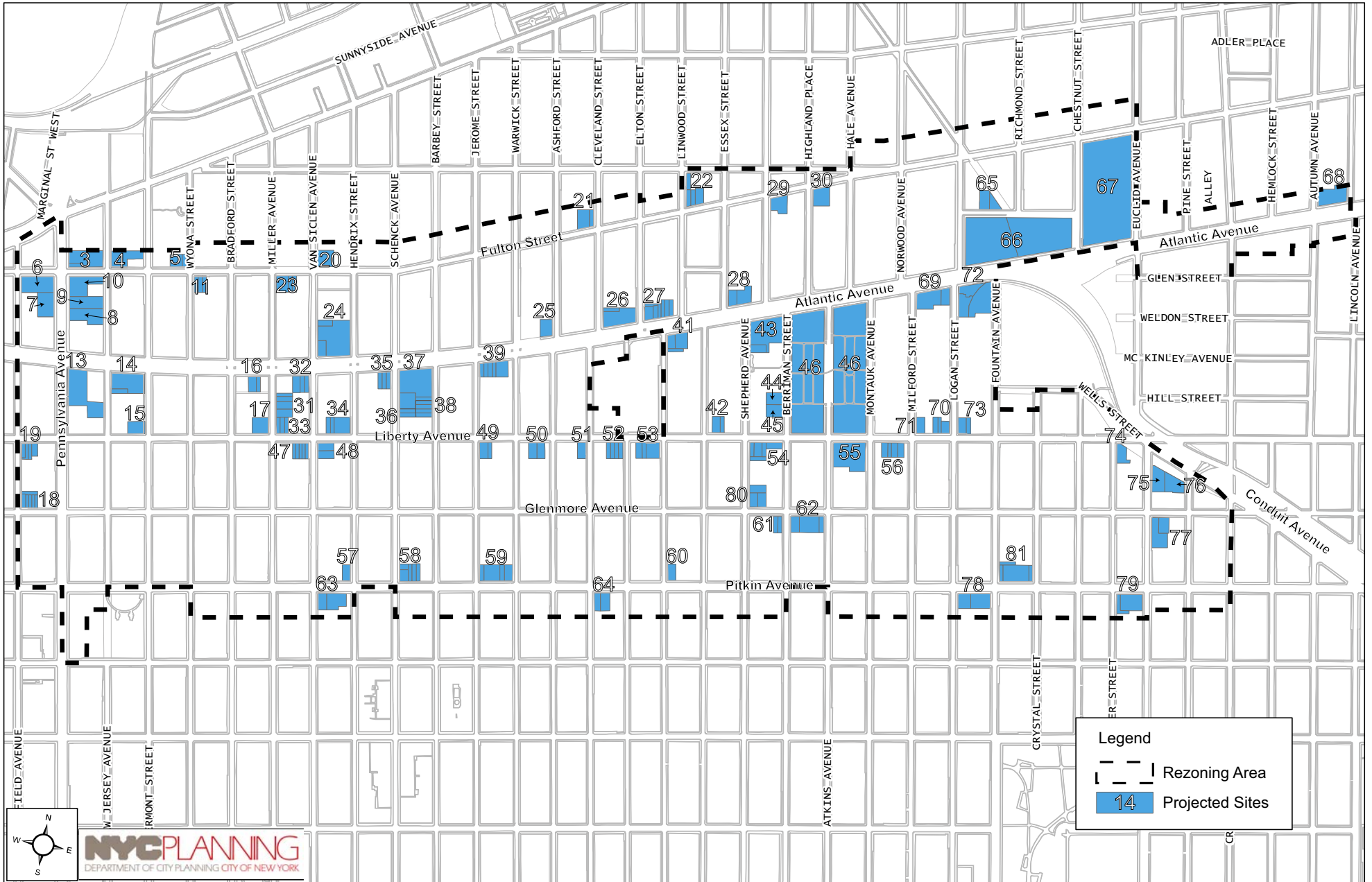


East New York Rezoning Proposal

Figure 6a
RWCDs Projected and Potential Development Sites - Overview

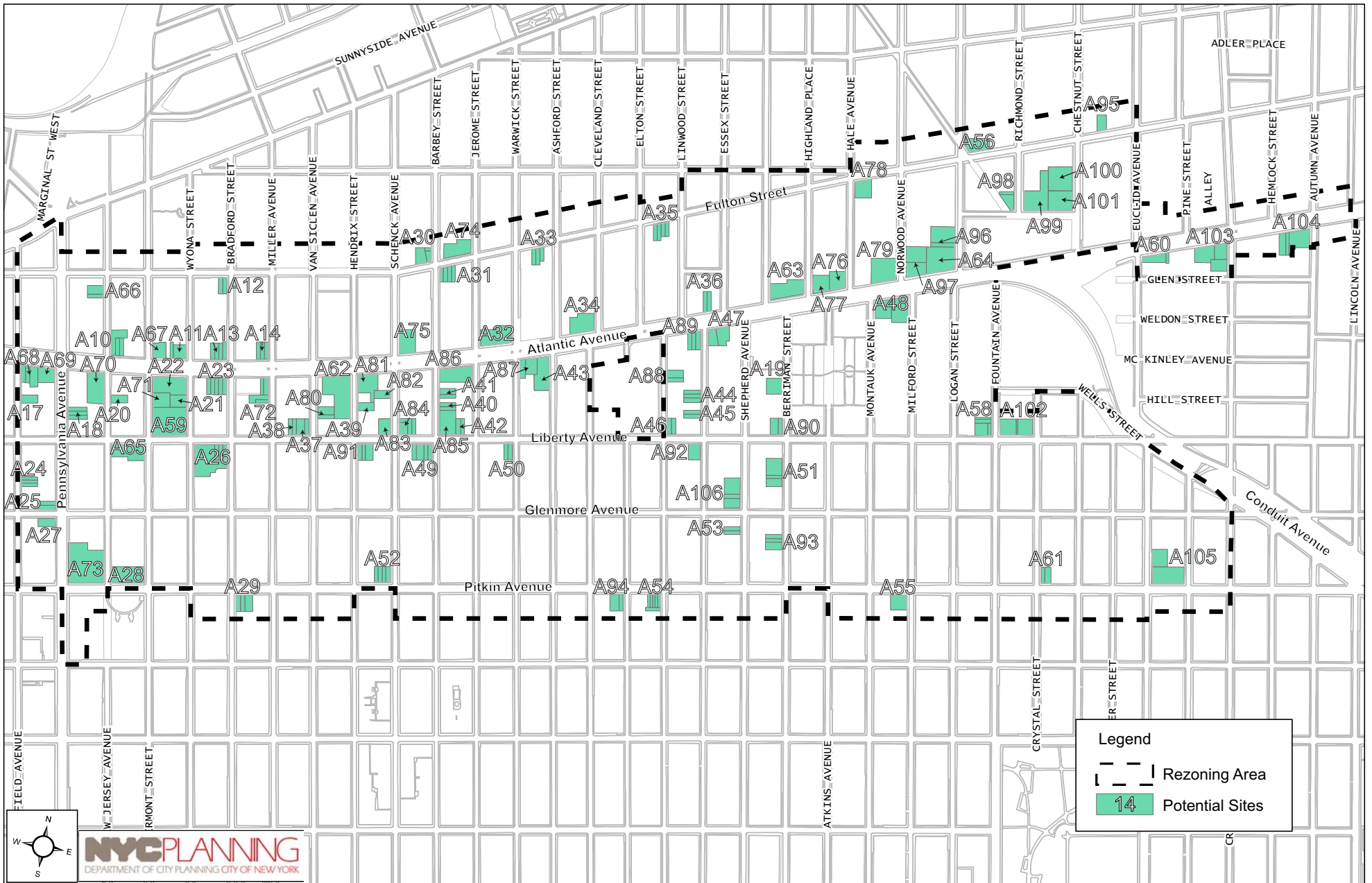
RWCDS - Ocean Hill Projected and Potential Development Sites





East New York Rezoning Proposal

Figure 6c
 RWCDS - East New York/Cypress Hills Projected Development Sites



East New York Rezoning Proposal

Figure 6d
 RWCDs - East New York/Cypress Hills Potential Development Sites

minimum affordability requirement that promotes economic diversity while supporting feasible development, the actual amount of affordable housing created in the East New York Rezoning will be determined by the interaction among housing subsidy programs, the local housing market, zoning requirements, and broader economic conditions; including a recent commitment by the City (through HPD) to subsidize 1,200 affordable dwelling units in the first two years of the East New York Community Plan.

Overall, it is estimated that about half of the projected dwelling units would be affordable to lower income households. ~~For the purposes of a conservative analysis, t~~The environmental review will assume that ~~between 20 and 50~~ percent of all units created, in the aggregate, will be affordable to low-income households, with the remaining housing affordable to moderate- or middle-income households, or higher-income households. ~~Each impact category will utilize whichever percentage of low income units is more conservative for its specific analysis.~~

Other Actions That Would Affect the Development Parameters

As noted above, a 1,000-seat school is being proposed as part of the East New York Community Plan. This would be a new public school facility requiring approval and site selection from the SCA. The new school is proposed to be located on projected development site 66 (Block 4142, Lot 32). Since specific elements of the school are yet to be determined, certain assumptions as to the programming, orientation, and building form and other parameters are being made for purposes of the environmental review in order to provide a conservative analysis. Specifically, a mixed-use school and residential development will be analyzed to provide a conservative analysis despite the economic realities and construction difficulties of building residential on top of a school. As further information is made known, the appropriate analyses of the EIS will be updated where needed.

As discussed above, the Department of City Planning ~~will be~~ has proposed ~~ing~~ a series of text amendments known as Zoning for Quality and Affordability to eliminate unnecessary obstacles to the creation of housing, especially affordable housing. These text amendments are expected to ~~will~~ be in public review concurrent with the Proposed ~~a~~ Actions in the East New York study area and when adopted will affect the proposed zoning districts. Since these zoning changes would affect the districts described below their effects on the project area will be analyzed as part of this environmental review in order to provide a conservative analysis. These changes include increases to the maximum base and height regulations and parking regulations for affordable housing units, which would not be required. For the purposes of this environmental analysis, it is assumed that the changes to the maximum base and total height regulations would result in buildings with maximum base and total heights ranging up to 6 and 8 stories, respectively, in R6A districts; 7 to 10 stories, respectively, in R7A districts; 9 and 12 stories, respectively, in R7D districts; and 10 and 14 stories, respectively, in R8A districts.

The Future without the Proposed Actions (No-Action Condition)

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

As shown in Table 1, below, it is anticipated that, in the future without the Proposed Actions, there would be a total of approximately ~~1,517,904~~ 1,502,180 sf of built floor area on the ~~81-80~~ projected development sites. Under the RWCDs, the total No-Action development would comprise 550 market-rate residential units, ~~668,820~~ 653,099 sf of commercial uses, 125,886 sf of industrial uses, 156,972 sf of community facility uses, and ~~1,312,130~~ 1,304 accessory parking spaces. The No-Action estimated population would include approximately 1,646 residents and ~~2,028~~ 1,998 workers on these projected development sites.

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

The Proposed Actions would allow for the development of new uses and higher densities at the projected and potential development sites. As shown in Table 1, under the RWCDs, the total development expected to occur on

the 81–80 projected development sites under the With-Action condition would consist of approximately 9,507,313,825,138 sf of floor area, including 7,558,373,901,057 sf of residential floor area (7,520,682 DU, including 3,447 affordable DU), 1,260,014,210,389 sf of commercial uses, 152,968,98,851 sf of industrial uses, and 535,959,614,842 sf of community facility uses, as well as 2,590,442 accessory parking spaces. The projected incremental (net) change between the No-Action and With-Action conditions that would result from the Proposed Actions would be an increase of 6,992,149,334,833 sf of residential floor area (6,970,312 DU, including 3,447 affordable DU), 902,145,557,290 sf of commercial space, 378,987,457,870 sf of community facility space, 27,082 sf of manufacturing space, and 1,278,138 accessory parking spaces, and a net decreases of a-27,035 sf of industrial space, 137,175 sf of auto-related space, 97,551 sf of hotel space, 73,170 sf of warehouse/storage space, and 3,055 sf of garage space. The total difference between the built square footage in the No-Action and With-Action conditions is approximately 7,989,412,732,958 sf.

TABLE 1
2030 RWCDs No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	No-Action to With-Action Increment
Residential			
Market-Rate Residential	550 DU	3,745,415 DU	+ 3,195,286 DU
Affordable Residential	0 DU	3,775,447 DU	+ 3,775,447 DU
Total Residential	566,224 sf (550 DU)	7,558,373,901,057 sf (7,520,682 DU)	+ 6,992,149,334,833 sf (6,970,312 DU)
Commercial			
Local Retail	246,227,239,316 sf	938,577,893,952 sf	+ 692,350,654,636 sf
FRESH Supermarket	30,000 sf	60,000 sf	+ 30,000 sf
Restaurant	5,650 sf	696,450 sf	+ 638,900 sf
Auto-Related	137,175,128,365 sf	0 sf	- 137,175,128,365 sf
Hotel	97,551 sf	0 sf	- 97,551 sf
Office	75,992 sf	191,887 sf	+ 115,895 sf
Warehouse	73,170 sf	0 sf	- 73,170 sf
Garage	3,055 sf	0 sf	- 3,055 sf
Total Commercial	668,820,653,099 sf	1,260,014,210,389 sf	+ 591,194,557,290 sf
Other Uses			
Industrial	125,886 sf	152,968,98,851 sf	+ 27,082,35 sf
Community Facility	156,972 sf ¹	535,959,614,842 sf ²	+ 378,987,457,870 sf
Total Floor Area	1,517,901,502,180 sf	9,507,313,825,138 sf	+ 7,989,412,732,958 sf
Parking			
Parking Spaces	1,312,304	2,590,442	+ 1,278,138
Population³			
Residents	1,646	22,414,20,447	+ 20,768,18,801
Workers	2,028,1,998	6,015,708	+ 3,987,710

Notes:

¹ Includes 69,720 sf of house of worship uses, 49,138 sf of medical office uses, 28,302 sf of day care center uses, and 9,812 sf of community center uses.

² Includes 77,593 sf of house of worship uses, 141,119 sf of medical office uses, 301,63,000 sf of Pre-K school uses, and 287,247,233,130 sf of community center uses.

³ Assumes 2.99 persons per DU for residential units in Brooklyn Community District 5 and 2.75 persons per DU for residential units in Brooklyn Community District 16. Estimate of workers based on standard industry rates used in prior EIS documents, including the East Midtown Rezoning FEIS, Atlantic Yards FEIS, Western Rail Yards FEIS, Brownsville Ascend Charter School EA, Coliseum Redevelopment FSEIS, 125th Street Corridor Rezoning FEIS, West 57th Street Rezoning FEIS, and others. Employee rates used are as follows: one employee per 250 sf of office, three employees per 1,000 sf of retail/supermarket/restaurant uses, one employee per 25 DU, one employee per 2.67 hotel rooms (and 400 sf per hotel room), one employee per 1,000 sf of auto-related and industrial uses, one employee per 15,000 sf of warehouse uses, one employee per 11.4 students in Pre-K school uses, three employees per 1,000 sf of all other community facility uses, and one employee per 50 parking spaces.

Based on 2010 Census data, the average household size for residential units in Brooklyn Community District 5 is 2.99 and the average household size for residential units in Brooklyn Community District 16 is 2.75. Based on these

ratios and standard ratios for estimating employment for commercial, community facility, and industrial uses, Table 1 also provides an estimate of the number of residents and workers on the ~~81-80~~ projected development sites in the No-Action and With-Action conditions. As indicated in the table, under both the RWCDs, the ~~Proposed~~ Proposed ~~Actions~~ would result in a net increment of ~~20,768~~18,801 residents and ~~3,987~~3,710 workers.

A total of ~~106-105~~ sites were considered less likely to be developed within the foreseeable future and were thus considered potential development sites (see Appendix 2A). As noted earlier, the potential sites are deemed less likely to be developed because they did not closely meet the criteria listed above. However, as discussed above, the analysis recognizes that a number of potential development sites could be developed under the Proposed Actions in lieu of one or more of the projected development sites in accommodating the development anticipated in the RWCDs. The potential development sites are therefore also analyzed in the EIS for site-specific effects.

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

H. PROPOSED SCOPE OF WORK FOR THE EIS

Because the Proposed Actions would affect various areas of environmental concern and were found to have the potential for significant adverse impacts in a number of impact categories, pursuant to the EAS and Positive Declaration, an EIS will be prepared for the Proposed Actions that will analyze all technical areas of concern. The EIS will be prepared in conformance with all applicable laws and regulations, including the State Environmental Quality Review Act (SEQRA) (Article 8 of the New York State Environmental Conservation Law) and its implementing regulations found at 6 NYCRR Part 617, New York City Executive Order No. 91 of 1977, as amended, and the Rules and Procedure for CEQR, found at Title 62, Chapter 5 of the Rules of the City of New York.

The EIS, following the guidance of the 2014 *CEQR Technical Manual*, will include:

- A description of the Proposed Actions and their environmental setting;
- A statement of the environmental impacts of the Proposed Actions, including short- and long-term effects and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the Proposed Actions are implemented;
- A discussion of reasonable alternatives to the Proposed Actions;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the Proposed Actions, should they be implemented; and
- A description of mitigation proposed to eliminate or minimize any significant adverse environmental impacts.

As noted above, the EIS will analyze the projected development sites for all technical areas of concern and also evaluate the effects of the potential development sites for site-specific effects such as archaeology, shadows, hazardous materials, air quality, and noise. The analyses in the EIS will examine the RWCDs with the greater potential environmental impact for each impact area. Based on the preliminary screening assessments as outlined in the *CEQR Technical Manual* and detailed in the EAS for the Proposed Actions, there is no potential for significant adverse impacts to natural resources due to the Proposed Actions, and, as a result, analysis for this environmental area would not be required in the EIS. The specific technical areas to be included in the EIS, as well as their respective tasks and methodologies, are described below.

TASK 1. PROJECT DESCRIPTION

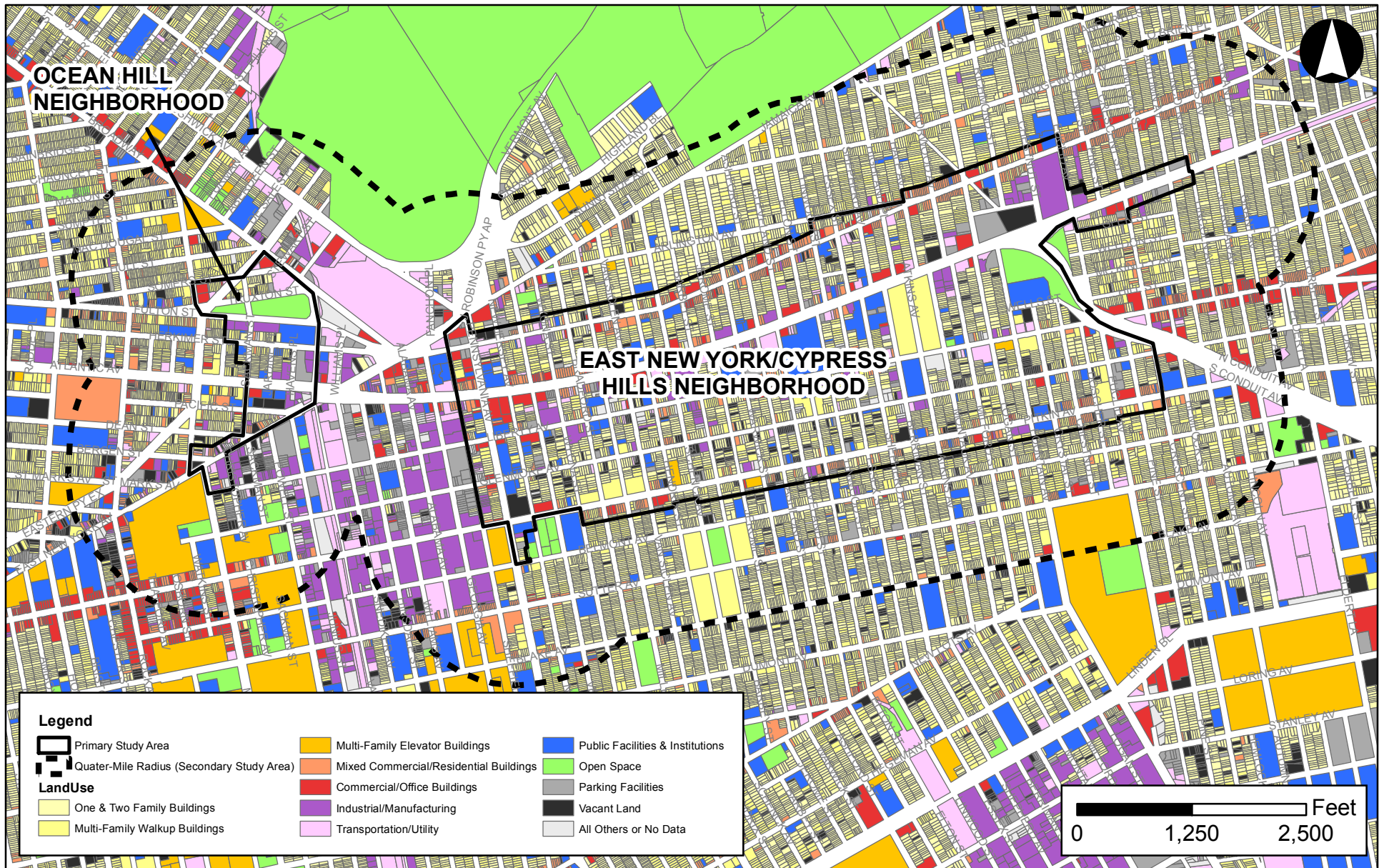
The first chapter of the EIS introduces the reader to the Proposed Actions and sets the context in which to assess impacts. This chapter contains a description of the Proposed Actions: their location; the background and/or history of the project; a statement of the purpose and need; key planning considerations that have shaped the current proposal; a detailed description of the Proposed Actions; and discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. This chapter is the key to understanding the Proposed Actions and their impact and gives the public and decision makers a base from which to evaluate the Proposed Actions.

In addition, the project description chapter will present the planning background and rationale for the actions being proposed and summarize the RWCDs for analysis in the EIS. The section on approval procedure will explain the ULURP, zoning text amendment, and zoning map amendment processes, their timing, and hearings before the Community Board, the Borough President's Office, the CPC, and the New York City Council. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to the discretionary approvals and the public hearings described.

TASK 2. LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed action, and determines whether a proposed action is either compatible with those conditions or whether it may affect them. Similarly, the analysis considers the action's compliance with, and effect on, the area's zoning and other applicable public policies. This chapter will analyze the potential impacts of the Proposed Actions on land use, zoning, and public policy, pursuant to the methodologies presented in the *CEQR Technical Manual*. The primary land use study area will consist of the rezoning area, where the potential effects of the Proposed Actions will be directly experienced (reflecting the proposed rezoning and resultant RWCDs). The secondary land use study area would include the neighboring areas within a ¼-mile boundary from the rezoning area, as shown in Figure 5.7, which could experience indirect impacts. Subtasks will include the following:

- Provide a brief development history of the primary (i.e., rezoning area) and secondary study areas.
- Provide a description of land use, zoning, and public policy in the study areas discussed above (a more detailed analysis will be conducted for the rezoning area). This task will be closely coordinated with Task 3, "Socioeconomic Conditions," which will provide a qualitative analysis of the project's effect on businesses and employment in the rezoning area. Recent trends in the rezoning area will be noted. Other public policies that apply to the study areas will also be described, including: Housing New York, the SCENY study, the East New York Community Plan, the Dinsmore-Chestnut Urban Renewal Plan, Vision Zero, the FRESH Program, the East New York Industrial Business Zone (IBZ), the Pitkin Avenue and East New York Business Improvement Districts (BIDs), and the City's sustainability/PlaNYC/OneNYC policies. The directly affected area is not within the boundaries of the City's Coastal Zone. Therefore, an assessment of the Proposed Actions' consistency with the City's Waterfront Revitalization Program is not required.
- Based on field surveys and prior studies, identify, describe, and graphically portray predominant land use patterns for the balance of the study areas. Describe recent land use trends in the study areas and identify major factors influencing land use trends.
- Describe and map existing zoning and recent zoning actions in the study areas.
- Prepare a list of future development projects in the study areas that are expected to be constructed by the 2030 analysis year and may influence future land use trends. Also, identify pending zoning actions or other public policy actions that could affect land use patterns and trends in the study areas. Based on these planned projects and initiatives, assess future land use and zoning conditions without the Proposed Actions (No-Action condition).
- Describe proposed zoning changes, and the potential land use changes based on the Proposed Actions' RWCDs (With-Action condition).



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Figure 7
Land Use Study Area

- Discuss the Proposed Actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the Proposed Actions on ongoing development trends and conditions in the study areas.
- If necessary, mitigation measures to avoid or reduce potential significant adverse land use, zoning, and/or public policy impacts will be identified.

TASK 3. SOCIOECONOMIC CONDITIONS

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. This chapter will assess the Proposed Actions' potential effects on the socioeconomic character of the study area, which is expected to conform to the ¼-mile land use study area described in Task 2.

The socioeconomic study area boundaries are expected to be similar to those of the land use study area, and will be dependent on the size and characteristics of the RWCDs associated with the Proposed Actions, pursuant to Section 310 of Chapter 5 of the *CEQR Technical Manual*. A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. The Proposed Actions are expected to generate a net increase of ~~6,312~~⁹⁷⁰ residential units. For projects or actions that result in an increase in population, the scale of the relative change is typically represented as a percent increase in population (i.e., a project that would result in a relatively large increase in population may be expected to affect a larger study area). Therefore, the socioeconomic study area would be expanded to a 0.5 mile radius, if the RWCDs associated with the Proposed Actions would increase the population by 5 percent compared to the expected No-Action population in a quarter-mile (0.25 mile) study area, consistent with the *CEQR Technical Manual*.

As the Proposed Actions would affect a large area comprising an approximately 0.75-square mile area in portions of four neighborhoods, it may be appropriate to create subareas for analysis if the action affects different portions of the study area in different ways. For example, if an action concentrates development opportunities in one portion of the study area, and would result in a higher increase in population in that portion, it may be appropriate to analyze the subarea most likely to be affected by the concentrated development. Distinct sub-areas will be based on recognizable neighborhoods or communities in an effort to disclose whether the Proposed Actions may have disparate effects on distinct populations that would otherwise be masked or overlooked within the larger study area.

The five principal issues of concern with respect to socioeconomic conditions are whether a proposed action would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business and institutional displacement; (3) indirect residential displacement; (4) indirect business and institutional displacement; and (5) adverse effects on specific industries, pursuant to the *CEQR Technical Manual*. As detailed below, the Proposed Actions warrant an assessment of socioeconomic conditions with respect to all but one of these principal issues of concern—direct residential displacement. Direct displacement of fewer than 500 residents would not typically be expected to alter the socioeconomic characteristics of a neighborhood, according to the *CEQR Technical Manual*. The Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. The EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions, and will determine the amount of displacement relative to study area population.

The assessment of the four remaining areas of concern will begin with a preliminary assessment to determine whether a detailed analysis is necessary, in conformance with the *CEQR Technical Manual guidelines*. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing

conditions and evaluations of the Future No-Action and With-Action conditions in 2030, including any population and employment changes anticipated to take place by the analysis year of the Proposed Actions.

Direct Business Displacement

For direct business displacement, the type and extent of businesses and workers to be directly displaced by the RWCDs associated with the Proposed Actions will be disclosed. If a project would directly displace more than 100 employees, a preliminary assessment of direct business displacement is appropriate, according to the *CEQR Technical Manual*. The Proposed Actions have the potential to exceed the *CEQR Technical Manual* analysis threshold of 100 displaced employees, and therefore, a preliminary assessment will be provided in the EIS, pursuant to CEQR guidelines.

The analysis of direct business and institutional displacement will estimate the number of employees and the number and types of businesses that would be displaced by the Proposed Actions, and characterize the economic profile of the study area using current employment and business data from the New York State Department of Labor or U.S. Census Bureau. This information will be used in addressing the following CEQR criteria for determining the potential for significant adverse impacts: (1) whether the businesses to be displaced provide products or services essential to the local economy that would no longer be available in its “trade area” to local residents or businesses due to the difficulty of either relocating the businesses or establishing new, comparable businesses; and (2) whether a category of businesses is the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it.

Indirect Residential Displacement

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a Proposed Action. Indirect residential displacement could occur if a proposed project either introduces a trend or accelerates a trend of changing socioeconomic conditions that may potentially displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change, according to the *CEQR Technical Manual*. To assess this potential impact, the *CEQR Technical Manual* seeks to answer a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or introduction of more costly housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance’s Real Property Assessment Data (RPAD) database, as well as current real estate market data, to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median value and rent, estimates of the number of housing units not subject to rent protection, and median household income. The preliminary assessment will carry out the following the step-by-step evaluation, pursuant to *CEQR Technical Manual* guidelines:

- Step 1: Determine if the Proposed Actions would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the Proposed Actions’ population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends and whether the study area potentially contains a population at risk of indirect displacement resulting from rent increases due to changes in the real estate market caused by the new population.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the Proposed Actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk.

Indirect Business Displacement

The indirect business displacement analysis is to determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of the preliminary assessment is to determine whether a proposed action has potential to introduce such a trend. The Proposed Actions would introduce more than 200,000 sf of new commercial uses to the area, which is the CEQR threshold for “substantial” new development warranting a preliminary assessment. The preliminary assessment will entail the following subtasks:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, employment data from the New York State Department of Labor and/or Census, and discussions with real estate brokers.
- Determine whether the Proposed Actions would introduce enough of a new economic activity to alter existing economic patterns.
- Determine whether the Proposed Actions would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.
- Determine whether the Proposed Actions would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the Proposed Actions would directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the Proposed Actions could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. The detailed analysis would determine whether the Proposed Actions would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses, following the *CEQR Technical Manual* guidelines.

An assessment of the indirect business displacement due to market saturation is not warranted. The Proposed Actions and associated RWCDs are not expected to add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets. The Proposed Actions and associated RWCDs are expected to introduce up to approximately ~~692,350~~684,636 sf of retail/supermarket uses as compared to the No-Action condition. This retail space would not be concentrated on a single site, but would be distributed among the ~~81-80~~ projected development sites in the 0.75-square mile rezoning area, and is expected to largely consist of local-serving retail. Projects resulting in less than 200,000 sf of regional-serving retail in the study area, or less than 200,000 sf of locally-serving or regional-serving retail on a single development site would not typically result in socioeconomic impacts, according to the guidelines established in the *CEQR Technical Manual*. As the Proposed Actions and associated RWCDs would not exceed the CEQR threshold, no further analysis is warranted.

Adverse Effects on Specific Industries

The analyses of direct business displacement will provide sufficient information to determine whether the Proposed Actions could have any adverse effects on a specific industry, compared with the Future without the Proposed Action. The analysis will determine:

- Whether the Proposed Actions would significantly affect business conditions in any industry or category of businesses within or outside the study areas.
- Whether the Proposed Actions would substantially reduce employment or impair viability in a specific industry or category of businesses.

TASK 4. COMMUNITY FACILITIES AND SERVICES

The demand for community facilities and services is directly related to the type and size of the new population generated by the development resulting from the proposed action. The RWCDs associated with the Proposed Actions would add 6,312,970 new residential units to the area, including a net 3,447,775 affordable units. This level of development would trigger a detailed analysis of elementary, intermediate, and high schools, libraries, and child care centers, according to the *CEQR Technical Manual* guidelines and as presented in the EAS document. While the RWCDs would not trigger detailed analyses of potential impacts on police/fire stations and health care services, for informational purposes, a description of existing police, fire, and health care facilities serving the rezoning area will be provided in the EIS.

Public Schools

- The primary study area for the analysis of elementary and intermediate schools should be the school districts' "sub-district" in which the project is located, pursuant to CEQR guidelines. As the rezoning area encompasses parts of Community School District (CSD) 19, Sub-districts 1 and 2 and CSD 23, Sub-districts 1 and 2, the elementary and intermediate school analyses will be conducted separately for each sub-district. The Proposed Actions also trigger an analysis of high schools, which are assessed on a borough-wide basis.
- Public elementary and intermediate schools serving CSD 19, Sub-districts 1 and 2 and CSD 23, Sub-districts 1 and 2 will be identified and located. Existing capacity, enrollment, and utilization data for all public elementary and intermediate schools within the affected sub-districts will be provided for the current (or most recent) school year, noting any specific shortages of school capacity. Similar data will be provided for Brooklyn high schools in accordance with *CEQR Technical Manual* guidelines. Utilization will be presented using the "Target Calculation Method," which is used by the New York City Department of Education (DOE) for capital planning purposes.
- Conditions that would exist in the No-Action condition for both the sub-districts (for elementary and intermediate school analyses) and the borough (for the high school analysis) will be identified, taking into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-districts, using the SCA's *Projected New Housing Starts* as per *CEQR Technical Manual* guidelines. The Brooklyn school districts will be aggregated into a borough total, which will be used for the No-Action borough high school analysis. Plans to alter school capacity either through administrative actions on the part of the New York City Department of Education (DOE) or as a result of the construction of new school space prior to the 2030 analysis year will also be identified and incorporated into the analyses. Planned new capacity projects from the DOE's *2015-2019 Five Year Capital Plan* will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. They may, however, be included in a qualitative discussion. In accordance with *CEQR Technical Manual* guidelines, the capacity of transportable classrooms, mini-schools, and annexes will not be included in the future conditions analysis.
- Future conditions with the Proposed Actions will be analyzed, adding students likely to be generated under the RWCDs to the projections for the future No-Action condition. Impacts will be assessed based on the difference between the future With-Action projections and the future No-Action projections (at the sub-district level for elementary and intermediate schools and at the borough level for high schools) for enrollment, capacity, and utilization in 2030.

- A determination of whether the Proposed Actions would result in significant adverse impacts to elementary, intermediate, and/or high schools will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in: (1) a collective utilization rate of the elementary and/or intermediate schools in the sub-district study area that is equal to or greater than 100 percent in the With-Action condition (a determination of impact significance for high schools is conducted at the borough level); and (2) an increase of five percent or more in the collective utilization rate between the No-Action and With-Action conditions, pursuant to CEQR. If impacts are identified, mitigation will be developed in consultation with the New York City School Construction Authority (SCA) and DOE. The number of school seats needed to mitigate any identified impacts, as well as the timing when impacts would occur will be provided.

Libraries

- The local public library branch(es) serving the area within approximately ¼-mile of the rezoning area, which is the distance that one might be expected to travel for such services, will be identified and presented on a map.
- Existing libraries within the study area and their respective information services and user populations will be described. Information regarding services provided by branch(es) within the study area will include holdings and other relevant existing conditions. Details on library operations will be based on publicly available information and/or consultation with Brooklyn Public Library officials. If applicable, holdings per resident may be estimated to provide a quantitative gauge of available resources in the applicable branch libraries in order to form a baseline for the analysis.
- For No-Action conditions, projections of population change in the area and information on any planned changes in library services or facilities will be described, and the effects of these changes on library services will be assessed. Using the information gathered for existing conditions, holdings per resident in the No-Action condition will be estimated.
- The effects of the addition of the population resulting from the Proposed Actions on the library's ability to provide information services to its users will be assessed. Holdings per resident in the With-Action condition will be estimated and compared to the No-Action holdings estimate.
- If the Proposed Actions would increase a branch library's ¼-mile study area population by five percent or more over No-Action levels, and it is determined, in consultation with the Brooklyn Public Library, that this increase would impair the delivery of library services in the study area, a significant adverse impact may occur, warranting consideration of mitigation, in accordance with the *CEQR Technical Manual*.

Child Care Centers

- Existing publicly funded child care centers within approximately two miles of the rezoning area will be identified. Each facility will be described in terms of its location, number of slots (capacity), enrollment, and utilization in consultation with the Administration of Children's Services (ACS).
- For No-Action conditions, information will be obtained for any changes planned for child care programs or facilities in the area, including the closing or expansion of existing facilities and the establishment of new facilities. Any expected increase in the population of children under age six within the eligibility income limitations, using the No-Action RWCDs (see "Analysis Framework"), will be discussed as potential additional demand, and the potential effect of any population increases on demand for child care services in the study area will be assessed. The available capacity or resulting deficiency in slots and the utilization rate for the study area will be calculated for the No-Action condition.
- The potential effects of the additional eligible children resulting from the Proposed Actions will be assessed by comparing the estimated net demand over capacity to a net demand over capacity in the No-Action analysis.

- A determination of whether the Proposed Actions would result in significant adverse impacts to child care centers will be made. A significant adverse impact may result, warranting consideration of mitigation, if the Proposed Actions would result in both of the following: (1) a collective utilization rate of the group child care centers in the study area that is greater than 100 percent in the With-Action condition; and (2) an increase of five percent or more in the collective utilization rate of child care centers in the study area between the No-Action and With-Action conditions, in accordance with the *CEQR Technical Manual*.

TASK 5. OPEN SPACE

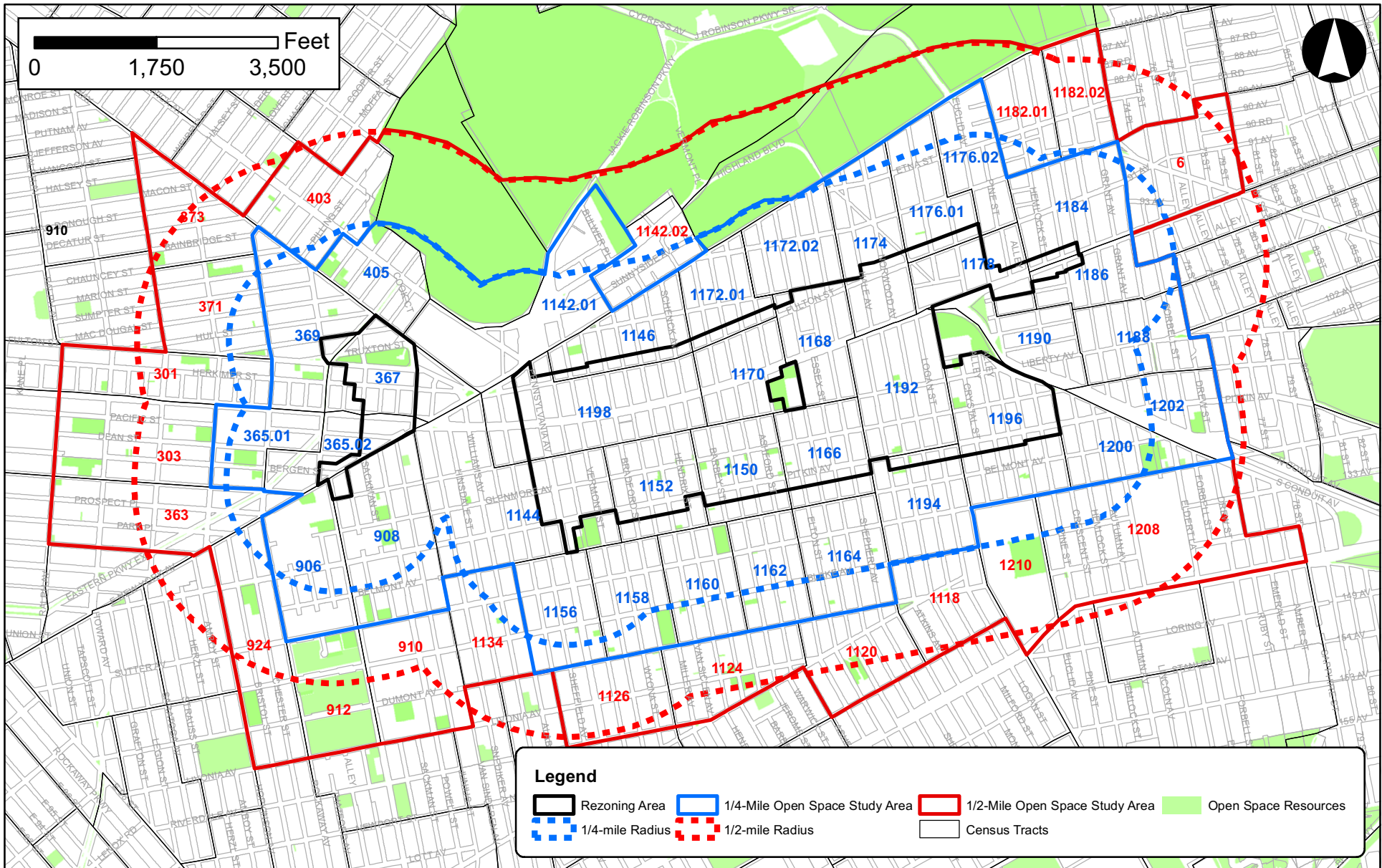
If a project may add population to an area, demand for existing open space facilities would typically increase pursuant to CEQR. Indirect effects may occur when the population generated by the proposed project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. For the majority of projects, an assessment is conducted if the proposed project would generate more than 200 residents or 500 employees, or a similar number of other uses. However, the need for an open space assessment may vary in certain areas of the City that are considered either underserved or well-served by open space; if a project is located in an underserved area, an open space assessment should be conducted if that project would generate more than 50 residents or 125 workers. The proposed rezoning area encompasses areas that are neither underserved nor well-served, as well as some underserved areas, and exceeds the respective residential and worker analysis thresholds. Therefore, an assessment of both residential and nonresidential open space is warranted and will be provided in the EIS.

The open space analysis will consider both passive and active open space resources. Passive open space ratios will be assessed within a nonresidential (¼-mile radius) study area and a residential (½-mile radius) study area. Active open space ratios will be assessed for the ½-mile residential study area. Both study areas would generally comprise those census tracts that have 50 percent or more of their area located within the ¼-mile radius and ½-mile radius of the rezoning area, respectively, as recommended in the *CEQR Technical Manual*.³ The resultant open space study area is shown in Figure 86.

The detailed open space analysis in the EIS will include the following subtasks:

- Characteristics of the two open space user groups (residents and workers/daytime users) will be determined. To determine the number of residents in the study areas, 2010 Census data will be compiled for census tracts comprising the nonresidential and residential open space study areas. As the study areas may include a workforce and daytime population that may also use open spaces, the number of employees and daytime workers in the study areas will also be calculated, based on reverse journey-to-work census data.
- Existing active and passive open spaces within the ¼-mile and ½-mile open space study areas will be inventoried and mapped. The condition and usage of existing facilities will be described based on the inventory and field visits. In accordance with CEQR Technical Manual guidelines, field surveys of the ¼-mile and ½-mile study area open space resources will be conducted during peak hours of use and in good weather. Passively programmed open spaces will be visited during peak weekday midday hours and actively programmed open spaces (or actively programmed portions of open spaces that have both active and passive open space resources) will be visited during both weekday midday and peak weekend hours. Acreages of these facilities will be determined and the total study area acreages will be calculated. The percentage of active and passive open space will also be calculated.
- Based on the inventory of facilities and study area populations, total, active, and passive open space ratios will be calculated for the residential and worker populations and compared to City guidelines to assess

³ ¼-mile and ½-mile radii adjusted to be coterminous with the boundaries of census tracts with existing populations that have 50 percent of their area within the radii; the ¼-mile and ½-mile radii were not adjusted to be coterminous with census tracts without existing populations (e.g., census tracts entirely comprised of open space).



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Figure 8
Open Space Study Areas

adequacy. Open space ratios are expressed as the amount of open space acreage (total, passive, and active) per 1,000 user population, as per the *CEQR Technical Manual*.

- Expected changes in future levels of open space supply and demand in the 2030 analysis year will be assessed, based on other planned development projects within the open space study areas. Any new open space or recreational facilities that are anticipated to be operational by the analysis year will also be accounted for. Open space ratios will be calculated for future No-Action conditions and compared with existing ratios to determine changes in future levels of adequacy.
- Effects on open space supply and demand resulting from increased residential and worker populations added under the RWCDs associated with the Proposed Actions will be assessed. The assessment of the Proposed Action's impacts will be based on a comparison of open space ratios for the future No-Action versus future With-Action conditions. In addition to the quantitative analysis, a qualitative analysis will be performed to determine if the changes resulting from the Proposed Actions constitute a substantial change (positive or negative) or an adverse effect to open space conditions. The qualitative analysis will assess whether or not the study areas are sufficiently served by open space, given the type (active vs. passive), capacity, condition, and distribution of open space, and the profile of the study area populations.

TASK 6. SHADOWS

A shadows analysis assesses whether new structures resulting from a proposed action would cast shadows on sunlight sensitive publicly accessible resources or other resources of concern, such as natural resources, and to assess the significance of their impact. This chapter will examine the Proposed Actions' potential for significant and adverse shadow impacts pursuant to *CEQR Technical Manual* criteria. Generally, the potential for shadow impacts exists if an action would result in new structures or additions to buildings resulting in structures over 50 feet in height that could cast shadows on important natural features, publicly accessible open space, or on historic features that are dependent on sunlight. New construction or building additions resulting in incremental height changes of less than 50 feet can also potentially result in shadow impacts if they are located adjacent to, or across the street from, a sunlight-sensitive resource.

The Proposed Actions would permit development of buildings greater than 50 feet in height and therefore has the potential to result in shadow impacts in the areas to be rezoned. The EIS will assess the RWCDs on a site-specific basis for potential shadowing effects of new developments at both the projected and potential development sites on sunlight-sensitive uses and disclose the range of shadow impacts, if any, which are likely to result from the Proposed Actions. The shadows analysis in the EIS will include the following subtasks:

- A preliminary shadows screening assessment will be prepared to ascertain whether the projected and potential developments' shadows may potentially reach any sunlight-sensitive resources at any time of year.
 - A Tier 1 Screening Assessment will be conducted to determine the longest shadow study area for the projected and potential developments, which is defined as 4.3 times the height of a structure (the longest shadow that would occur on December 21, the winter solstice), pursuant to the *CEQR Technical Manual*. A base map that illustrates the locations of the projected and potential developments in relation to the sunlight-sensitive resources will be developed.
 - A Tier 2 Screening Assessment will be conducted if any portion of a sunlight-sensitive resource lies within the longest shadow study area. The Tier 2 assessment will determine the triangular area that cannot be shaded by the projected and potential developments, which in New York City is the area that lies between -108 and +108 degrees from true north.
 - If any portion of a sunlight-sensitive resource is within the area that could be potentially shaded by the projected or potential developments, a Tier 3 Screening Assessment will be conducted. The Tier 3 Screening Assessment will determine if shadows resulting from the projected and potential developments can reach a sunlight-sensitive resource through the use of three-dimensional computer modeling software with the capacity to accurately calculate shadow

patterns. The model will include a three-dimensional representation of the sunlight-sensitive resource(s), a three-dimensional representation of the projected and potential development sites identified in the RWCDs, and a three-dimensional representation of the topographical information within the area to determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the Proposed Actions.

- If the screening analysis does not rule out the possibility that action-generated shadows would reach any sunlight-sensitive resources, a detailed analysis of potential shadow impacts on publicly-accessible open spaces or sunlight-sensitive historic resources resulting from development in the RWCDs (both projected and potential development sites) will be provided in the EIS. The detailed shadow analysis will establish a baseline condition (No-Action), which will be compared to the future condition resulting from the Proposed Actions (With-Action) to illustrate the shadows cast by existing or future buildings and distinguish the additional (incremental) shadow cast by the projected and potential developments. The detailed analysis will include the following tasks:
 - The analysis will be documented with graphics comparing shadows resulting from the No-Action condition with shadows resulting from the Proposed Actions, with incremental shadow highlighted in a contrasting color.
 - A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided.
 - The significance of any shadow impacts on sunlight-sensitive resources will be assessed.

TASK 7. HISTORIC AND CULTURAL RESOURCES

Historic resources are identified as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance in the *CEQR Technical Manual*. This includes designated New York City Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Register of Historic Places (S/NR) or contained within a district listed on or formally determined eligible for S/NR listing; properties recommended by the New York State Board for Listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements. As the Proposed Actions would induce development that could result in new in-ground disturbance and construction of a building type(s) that could compromise the historic context of the area, it has the potential to result in impacts to archaeological and architectural resources.

Impacts on historic resources are considered on the affected site and in the area surrounding identified development sites. The historic resources study area is therefore defined as the directly affected area (i.e., the proposed rezoning area), plus a 400-foot radius, as per the guidance provided in the *CEQR Technical Manual*. Archaeological resources are considered only for projected and potential development sites where new in-ground disturbance would occur compared to No-Action conditions. Impacts to historic resources may result from both temporary (e.g., related to construction process) and permanent (e.g., related to long-term or permanent result of the proposed project or construction project) activities.

This chapter will include an overview of the study area's history and land development. Subtasks will include:

- Land use in the study area will be researched and described.
- In consultation with LPC, those areas thought to be potentially archaeologically sensitive will be identified.
- Projected and potential development sites where new in-ground disturbance is expected to occur as a result of the Proposed Actions will be identified.
- A Phase 1A Archaeological Documentary Report will be prepared for projected and potential developments sites identified as archaeologically sensitive where new in-ground disturbance is expected to occur as a result of the Proposed Actions and will be submitted to LPC for review. The Phase 1A will include an evaluation of archaeological resources within each of the development sites of concern

documenting the site history, its development and use, and the potential to host significant archaeological resources. The EIS will summarize the results of the Phase IA report.

- If any developments sites are identified as having archaeological potential in the Phase 1A report and LPC concurs, the Proposed Actions effect on those resources will be evaluated to determine if a significant adverse impact would result due to the Proposed Actions. If it is found that a significant adverse impact to archaeological resources would occur, LPC will be consulted on what, if any, mitigation measures may be available to address those impacts.
- In consultation with LPC, known and eligible architectural resources in the study area will be identified, mapped, and described.
- Probable impacts of the developments resulting from the Proposed Actions on architectural resources will be assessed. The assessment would address the following: (a) would there be a physical change to the property; or (b) would there be a physical change to its setting, such as context or visual prominence (“indirect impacts”), and, if so, is the change likely to alter or eliminate the significant characteristics of the resource that make it important.

TASK 8. URBAN DESIGN AND VISUAL RESOURCES

Urban design is the totality of components that may affect a pedestrian’s experience of public space. An assessment of urban design and visual resources 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. When an action would potentially obstruct view corridors, compete with icons in the skyline, or would result in substantial alterations to the streetscape of the neighborhood by noticeably changing the scale of buildings, a more detailed analysis of urban design and visual resources would be appropriate.

As the Proposed Actions would rezone some areas to allow higher density and create new zoning districts to be mapped within the study area, a preliminary assessment of urban design and visual resources will be provided in the EIS.

The urban design study area will be the same as that used for the land use analysis (delineated by a ¼-mile radius from the proposed rezoning area boundary), in accordance with the *CEQR Technical Manual*. For visual resources, the view corridors within the study area from which such resources are publicly viewable should be identified. The preliminary assessment will be based on *CEQR Technical Manual* methodologies and include the following:

- Based on field visits, the urban design and visual resources of the directly affected area and adjacent study area will be described using text, photographs, and other graphic material, as necessary, to identify critical features, use, bulk, form, and scale.
- In coordination with Task 2, Land Use, the changes expected in the urban design and visual character of the study area due to known development projects in the future No-Action condition will be described.
- Potential changes that could occur in the urban design character of the study area as a result of the Proposed Actions will be described. For the projected and potential development sites, the analysis will focus on general building types for the sites that are assumed for development, as well as elements such as street wall height, setback, and building envelope. Photographs and/or other graphic material will be utilized, where applicable, to assess the potential effects on urban design and visual resources, including view of/to resources of visual or historic significance.
- A detailed analysis will be prepared if warranted based on the preliminary assessment. Examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline, as described in the *CEQR Technical Manual*. The detailed analysis would describe the projected and potential development sites and the urban design and visual resources of the surrounding area. The analysis would describe the potential changes that could occur to

urban design and visual resources in the future with the Proposed Actions condition, in comparison to the future without the Proposed Actions condition, focusing on the changes that could negatively affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

TASK 9. HAZARDOUS MATERIALS

A hazardous materials assessment determines whether a proposed action may increase the exposure of people or the environment to hazardous materials, and, if so, whether this increased exposure would result in potential significant public health or environmental impacts. The potential for significant impacts related to hazardous materials can occur when: (a) elevated levels of hazardous materials exist on a site and the project would increase pathways to human or environmental exposures; (b) a project would introduce new activities or processes using hazardous materials and the risk of human or environmental exposure is increased; or (c) the project would introduce a population to potential human or environmental exposure from off-site sources.

The hazardous materials assessment will determine which, if any, of the Proposed Action's projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. For some proposed projects (e.g., area-wide rezonings), portions of the typical scope for a Phase I Environmental Site Assessment (ESA), such as site inspections, may not be possible, as per the *CEQR Technical Manual*. The Proposed Actions include an area-wide rezoning, and only one of the identified projected and potential development sites is in City ownership. As such, a preliminary screening assessment will be conducted for the projected and potential development sites to determine which sites warrant an institutional control, such as an (E) designation or, for the City-owned parcel, a land disposition restriction, in accordance with the *CEQR Technical Manual*, Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement of (E) designations⁴.

The hazardous materials assessment will include the following tasks:

- Perform exterior site inspections of each parcel to identify any possible monitoring wells, vent pipes, and/or manufacturing/commercial/industrial uses that could indicate environmental impact.
- Review existing information sources such as Sanborn Fire Insurance Maps and City directories for the projected and potential development sites and the surrounding area, to develop a profile of the historical uses of properties.
- Review and evaluate relevant existing data to assess the potential for environmental concerns on the subject sites.
- Prepare a summary of findings and conclusions for inclusion in the EIS to determine where (E) designations and/or land disposition restriction may be appropriate.

TASK 10. WATER AND SEWER INFRASTRUCTURE

The water and sewer infrastructure assessment determines whether a proposed action may adversely affect the City's water distribution or sewer system and, if so, assess the effects of such actions to determine whether their impact is significant. The *CEQR Technical Manual* outlines thresholds for analysis of an action's water demand and its generation of wastewater and stormwater. For the Proposed Actions, an analysis of water supply is warranted

⁴ A hazardous materials (E) designation is an institutional control that can be placed as a result of the CEQR review of a zoning map or zoning text amendment or action pursuant to the Zoning Resolution, as described in the *CEQR Technical Manual*. It provides a mechanism to ensure that testing for and mitigation and/or remediation of hazardous materials, if necessary, are completed prior to, or as part of, future development of the affected site, thereby eliminating the potential for a hazardous materials impact.

as the RWCDs associated with the Proposed Actions are expected to result in a water demand of more than one million gallons per day (gpd) compared to No-Action conditions. A preliminary assessment of the Proposed Actions' effects on wastewater and stormwater infrastructure is also warranted as the RWCDs for the Proposed Actions would result in the development of more than 400 dwelling units, which is the *CEQR Technical Manual* threshold for analysis. Therefore, this chapter will analyze the Proposed Actions' potential effects on the water, wastewater, and stormwater infrastructure. The water and sewer infrastructure analysis will consider the potential for significant adverse impacts resulting from the RWCDs for the Proposed Actions. The New York City Department of Environmental Protection (DEP) will be consulted in preparation of this assessment.

Water Supply

- The existing water distribution system serving the rezoning area will be described based on information obtained from DEP's Bureau of Water Supply and Wastewater Collection.
- The existing water demand generated on the projected development sites will be estimated.
- Water demand generated by the projected development sites identified in the RWCDs will be projected for future No-Action and With-Action conditions.
- The effects of the incremental demand on the City's water supply system will be assessed to determine if there would be impacts to water supply or pressure. The incremental water demand will be the difference between the water demand on the projected development sites in the With-Action condition and the demand in the No-Action condition.

Wastewater and Stormwater Infrastructure

- The appropriate study area for the assessment will be established in accordance with the guidelines of the *CEQR Technical Manual* and in consultation with DEP. The Proposed Actions' directly affected area is primarily located within the service area of the 26th Ward Wastewater Treatment Plant (WWTP). A small portion of the Ocean Hill neighborhood may fall within Newtown Creek WPCP service area and, as such, DEP will be consulted to confirm if the study area for the Proposed Actions would need to include the Newtown Creek WPCP service area.
- The existing stormwater drainage system and surfaces (pervious or impervious) on the projected development sites will be described, and the amount of stormwater generated on those sites will be estimated using DEP's volume calculation worksheet.
- The existing sewer system serving the rezoning area will be described based on records obtained from DEP. The existing flows to the 26th Ward WWTP (and Newtown Creek WPCP if warranted), which serves the directly affected area, will be obtained for the latest twelve-month period, and the average dry weather monthly flow will be presented.
- Any changes to the stormwater drainage plan, sewer system, and surface area expected in the future without the Proposed Actions will be described, as warranted.
- Future stormwater generation from the projected development sites will be assessed to determine the Proposed Actions' potential to result in impacts. Changes to the projected development sites' surface area will be described, runoff coefficients and runoff for each surface type/area will be presented, and volume and peak discharge rates from the sites will be determined based on the DEP volume calculation worksheet.
- Sanitary sewage generation for the projected development sites identified in the RWCDs will also be estimated. The effects of the incremental demand on the system will be assessed to determine if there will be any impact on operations of the 26th Ward WWTP (and Newtown Creek WPCP if warranted).

A more detailed assessment may be required if increased sanitary or stormwater discharges from the RWCDs associated with the Proposed Actions are predicted to affect the capacity of portions of the existing sewer system, exacerbate combined sewer overflow (CSO) volumes/frequencies, or contribute greater pollutant loadings in

stormwater discharged to receiving water bodies. The scope of a more detailed analysis, if necessary, will be developed based on conclusions from the preliminary infrastructure assessment and coordinated with DEP.

TASK 11. SOLID WASTE AND SANITATION SERVICES

A solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. The Proposed Actions would induce new development that would require sanitation services. If a project's generation of solid waste in the With-Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment, and further analysis generally would not be required, according to the *CEQR Technical Manual*. As the Proposed Actions are expected to result in a net increase of more than 50 tons per week, compared to No-Action conditions, an assessment of solid waste and sanitation services is warranted. This chapter will provide an estimate of the additional solid waste expected to be generated by the projected development sites under the RWCDs and assesses its effects on the City's solid waste and sanitation services. This assessment will:

- Describe existing and future New York City solid waste disposal practices.
- Estimate solid waste generation by the RWCDs projected development sites for existing, No-Action, and With-Action conditions.
- Assess the impacts of the Proposed Actions' solid waste generation (projected developments) on the City's collection needs and disposal capacity. The Proposed Actions' consistency with the City's Solid Waste Management Plan will also be assessed.

TASK 12. ENERGY

An EIS must include a discussion of the effects of a proposed action on the use and conservation of energy, if applicable and significant, in accordance with CEQR. In most cases, an action does not need a detailed energy assessment, but its operational energy is projected. A detailed energy assessment is limited to actions that may significantly affect the transmission or generation of energy. For other actions, in lieu of a detailed assessment, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from an action is disclosed, as recommended in the *CEQR Technical Manual*.

An analysis of the anticipated additional demand from the Proposed Actions' RWCDs will be provided in the EIS. Consolidated Edison will be consulted in preparation of the energy impact analysis. The EIS will disclose the projected amount of energy consumption during long-term operation resulting from the Proposed Actions. The projected amount of energy consumption during long-term operation (for projected development sites) will be estimated based on the average and annual whole-building energy use rates for New York City (per Table 15-1 of the *CEQR Technical Manual*). If warranted, the Mayor's Office of Sustainability (MOS) and/or the power utility serving the area (Con Edison of New York) will be consulted.

TASK 13. TRANSPORTATION

The objective of a transportation analysis is to determine whether a proposed action may have a potential significant impact on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, the safety of all roadway users (pedestrians, bicyclists and motorists), on-and off-street parking, or goods movement. The Proposed Actions are expected to induce new residential, commercial, community facility, and industrial development, which would generate additional vehicular travel and demand for

parking, as well as additional subway and bus riders and pedestrian traffic. These new trips have the potential to affect the area's transportation systems. Therefore, the transportation studies will be a key focus of the EIS.

Travel Demand and Screening Assessment

A detailed travel demand forecast has been prepared using standard sources, including the *CEQR Technical Manual*, U.S. census data, previously-approved studies, and other references. The travel demand forecast (a Level-1 screening assessment) is summarized by peak hour, mode of travel, as well as person and vehicle trips. The travel demand forecast also identifies the number of peak hour person trips made by transit and the numbers of walk trips ~~pedestrian trips traversing that would use~~ the area's sidewalks, corner areas, and crosswalks. The results of this forecast have been summarized in a Transportation Planning Factors and Travel Demand Forecast (TPF/TDF) technical memorandum (refer to Appendix 3). ~~In addition to the travel demand forecast, detailed vehicle, pedestrian and transit trip assignments (a Level-2 screening assessment) will be prepared to validate the intersections and pedestrian/transit elements selected for quantified analysis.~~

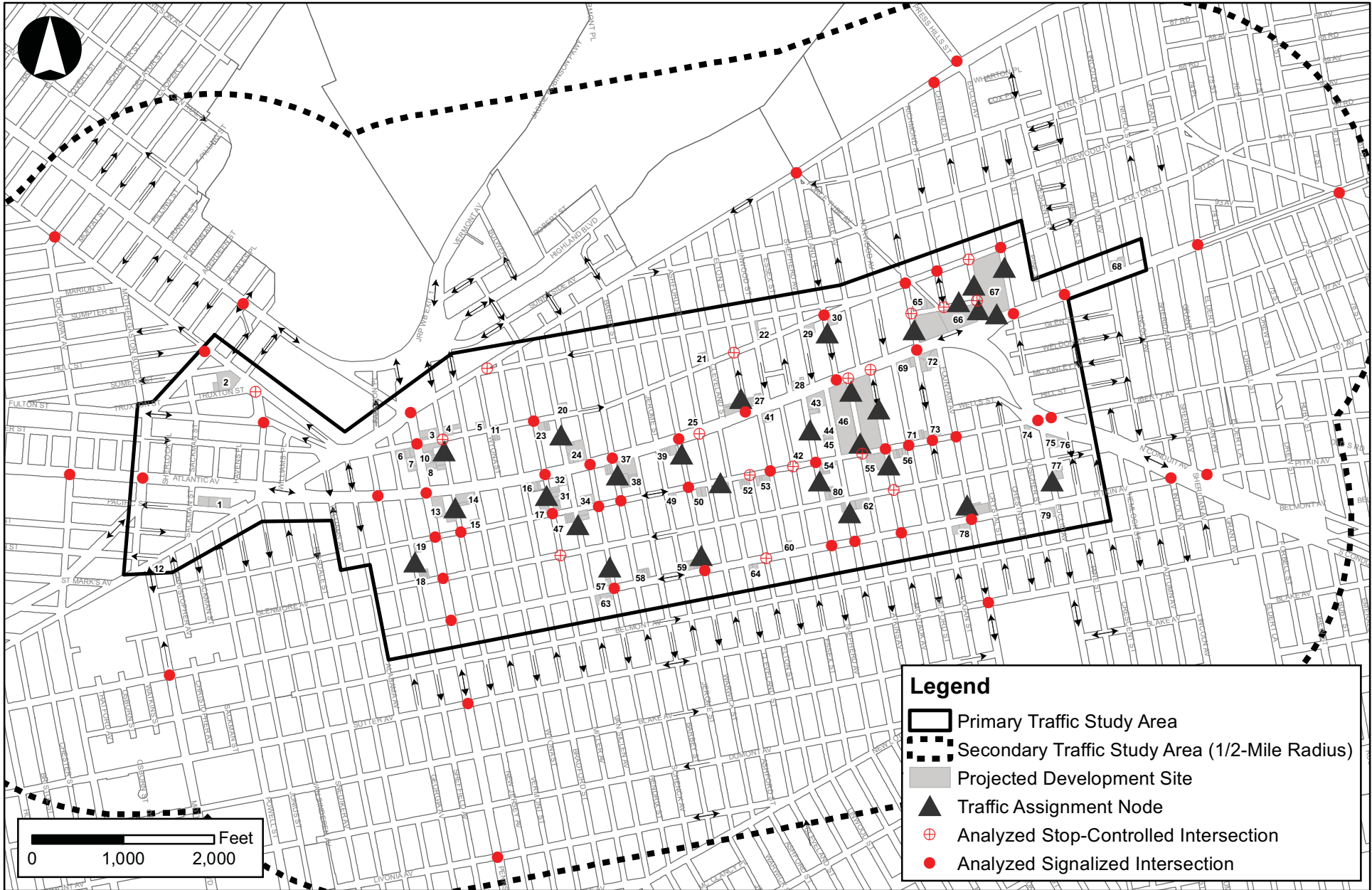
Traffic

The EIS will provide a detailed traffic analysis focusing on those peak hours and street network intersections where the highest concentrations of action-generated demand would occur. Based on the travel demand forecast, the Proposed Actions are expected to result in more than the *CEQR Technical Manual* analysis threshold of 50 total vehicle trips during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday midday peak hours (which are typical peak periods for retail demand). All of these periods will therefore be included in the analysis of traffic conditions. The peak hours for analysis will be selected, and the specific intersections to be included in the traffic study area will be determined based upon the assignment of project generated traffic and the *CEQR Technical Manual* analysis threshold of 50 additional vehicle trips per hour.

In consultation with DCP and DOT, a total of 74 representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were selected for detailed analysis based on the assignments of net increment traffic, the locations of existing bottlenecks, and prevailing travel patterns in the study area. Figure 97 shows the locations of these 74 intersections which include 58 signalized intersections and 16 unsignalized intersections. Of these, 60 are located in proximity to projected development sites and are included within a primary study area, and 14 more distant intersections located along key access corridors are included within a secondary study extending up to ½-mile from the primary study area. (Given the density of the street grid, traffic is expected to become less concentrated—and therefore less likely to result in significant traffic impacts—with increasing distance from the rezoning area.) As the rezoning area extends for over two miles in an east-west direction, the intersections selected for analysis include many along the primary east-west corridors providing access to projected development sites such as Fulton Street (10 intersections), Atlantic Avenue (18 intersections), Liberty Avenue (17 intersections) and Pitkin Avenue (11 intersections). There are a total of seven analyzed intersections along Pennsylvania Avenue, the primary north-south corridor serving the rezoning area.

~~The RWCDs exceeds the minimum development density screening thresholds for a transportation analysis specified in Table 16-1 of the *CEQR Technical Manual*. Therefore, a travel demand forecast is required to determine if the Proposed Actions would generate 50 or more vehicle trips in any peak hour. Based on a preliminary forecast, the Proposed Actions are expected to generate more than 50 additional vehicular trips in the weekday AM, midday, and PM peak hours, as well as the Saturday midday. Based on a preliminary vehicle trip assignment, it is anticipated that the traffic study area will include approximately 75 intersections for analysis. These intersections are expected to be primarily concentrated along the Arlington Avenue, Atlantic Avenue, Broadway, East New York Avenue, Glenmore Avenue, Liberty Avenue and Pitkin Avenue corridors.~~

The following outlines the anticipated scope of work for conducting a traffic impact analysis for the Proposed Actions' RWCDs:



East New York Rezoning Proposal

Figure 9
Traffic Study Area and Traffic Analysis Locations

- Select peak hours for analysis and define a traffic study area consisting of intersections to be analyzed within and in proximity to the rezoning area and along key routes leading to and from the rezoning area.
- Conduct a count program for traffic analysis locations that includes a mix of automatic traffic recorder (ATR) machine counts and intersection turning movement counts, along with vehicle classification counts and travel time studies (speed runs) as support data for air quality and noise analyses. Turning movement count data will be collected at each analyzed intersection during the weekday and Saturday peak hours, and will be supplemented by nine days of continuous ATR counts. Vehicle classification count data will be collected during each peak hour at several representative intersections along each of the principal corridors in the study area. The turning movement counts, vehicle classification counts and travel time studies will be conducted concurrently with the ATR counts. Where applicable, available information from recent studies in the vicinity of the study area will be compiled, including data from such agencies as the DOT New York City Department of Transportation (NYCDOT) and DCP.
- Inventory physical data at each of the analysis intersections, including street widths, number of traffic lanes and lane widths, pavement markings, turn prohibitions, bicycle routes and curbside parking regulations. Signal phasing and timing data for each signalized intersection included in the analysis will be obtained from NYCDOT.
- Determine existing traffic operating characteristics at each analysis intersection including capacities, volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service (LOS) per lane group, per intersection approach, and per overall intersection. This analysis will be conducted using the 2000 Highway Capacity Manual (HCM) methodology with the latest approved Highway Capacity Software (HCS).
- Based on available sources, Census data and standard references including the *CEQR Technical Manual*, estimate the travel demand from projected development sites in the future without the Proposed Actions (the No-Action condition), as well as the demand from other major developments planned in the vicinity of the study area by the 2030 analysis year. This will include total daily and peak hour person and vehicular trips, and the distribution of trips by auto, taxi, and other modes. A truck trip generation forecast will also be prepared based on data from the *CEQR Technical Manual* and previous relevant studies. Mitigation measures accepted for all No-Action projects as well as other NYCDOT initiatives, such as the planned improvements along the Atlantic Avenue corridor, will be included in the future No-Action network, as applicable.
- Compute the future 2030 No-Action traffic volumes based on approved background traffic growth rates for the study area (0.25 percent per year for years one through five, 0.125 percent for years six through fifteen) and demand from major development projects expected to be completed in the future without the Proposed Actions. Incorporate any planned changes to the roadway system anticipated by 2030, and determine the No-Action v/c ratios, delays, and levels of services at analyzed intersections.
- Based on available sources, Census data, and standard references including the *CEQR Technical Manual*, develop a travel demand forecast for projected development sites based on the net change in uses compared to the No-Action condition as defined in the RWCDs. Determine the net change in vehicle trips expected to be generated by projected development sites under the Proposed Actions as described in the ~~Transportation Planning Factors (TPF) technical memorandum and approved by DCP in consultation with NYCDOT.~~ Assign the net project-generated trips in each analysis period to likely approach and departure routes, and prepare traffic volume networks for the 2030 future with the Proposed Actions condition for each analyzed peak hour.
- Determine the v/c ratios, delays, and LOS at analyzed intersections for the With-Action condition, and identify significant adverse traffic impacts in accordance with *CEQR Technical Manual* criteria.
- Identify and evaluate potential traffic mitigation measures, as appropriate, for all significantly impacted locations in the study area in consultation with the lead agency and NYCDOT. Potential traffic mitigation could include both operational and physical measures such as changes to lane striping, curbside parking regulations and traffic signal timing and phasing, roadway widening, and the installation of new traffic signals. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Transit

Detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit trips according to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*. If a proposed action would result in 50 or more bus trips being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more trips at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted. Transit (both subway and bus) analyses generally examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest.

Based on the travel demand forecast summarized in the TPF/TDF technical memorandum included in Appendix 3, the Proposed Actions' RWCDs would be expected to generate a net increase of more than 200 additional subway trips and bus trips in one or more peak hours, and would therefore require detailed transit analyses based on *CEQR Technical Manual* criteria.

Subway

There are a total of ~~thirteen~~ eleven subway stations located in the rezoning area or within close proximity that would potentially be utilized by ~~project~~ action-generated trips. As discussed in the TPF/TDF technical memorandum in Appendix 3, incremental demand from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or both peak hours at the following eight subway stations:

- Alabama Avenue (J/Z)
- Cleveland Street (J)
- Norwood Avenue (J/Z)
- Crescent Street (J/Z)
- Liberty Avenue (C)
- Van Siclen Avenue (C)
- Shepherd Avenue (C)
- Euclid Avenue (A/C)

The analysis of subway conditions in the EIS will therefore focus on these eight stations. Transit analyses typically focus on the weekday AM and PM commuter peak hours when overall demand on the subway and bus systems is usually highest. The detailed transit analyses and will include the following subtasks:

- Identify for analysis those subway stations expected to be utilized by 200 or more action-generated trips in one or more peak hours. At each of these stations, analyze those stairways and fare-entrance control elements expected to be used by significant concentrations of action-generated demand in the weekday AM and PM peak hours.
- Conduct counts of existing weekday AM and PM peak hour demand at analyzed subway station elements and determine existing v/c ratios and levels of service based on *CEQR Technical Manual* criteria.
- Determine volumes and conditions at analyzed subway station elements in the future without the Proposed Actions using approved background growth rates and accounting for any trips expected to be generated by No-Action development on projected development sites or other major projects in the vicinity of the study area.
- Add ~~project~~ action-generated demand to the No-Action volumes at analyzed subway station elements and determine AM and PM peak hour volumes and conditions in the future with the Proposed Actions.
- Identify potential significant adverse impacts at subway station stairways and fare control elements based on *CEQR Technical Manual* impact criteria.

- As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of the of the five subway routes serving the rezoning area, subway line haul conditions will also be assessed in the EIS.
- Mitigation needs and potential subway station improvements will be identified, as appropriate, in conjunction with the lead agency and NYC Transit. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

Bus

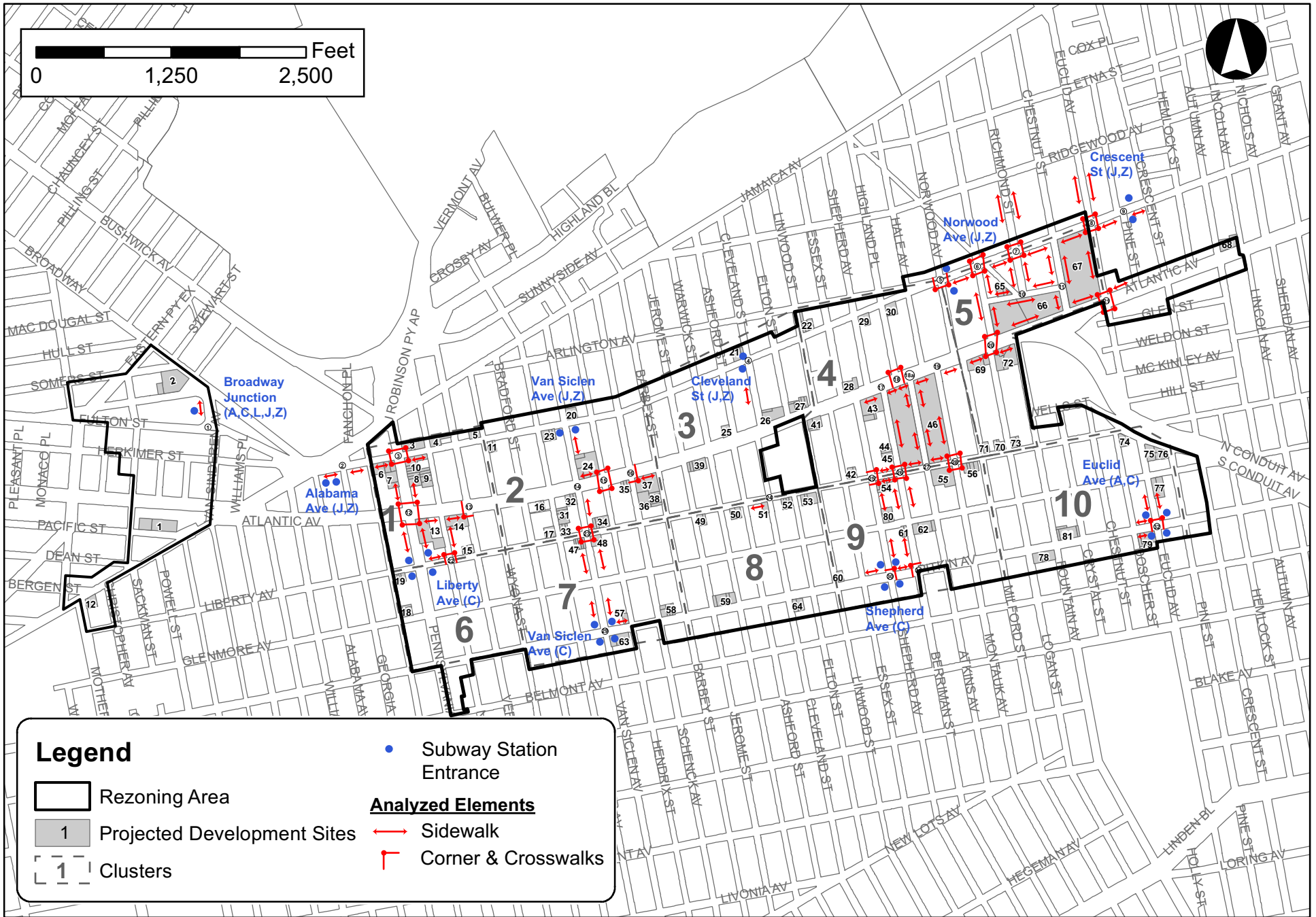
The area of the Proposed Actions is served by ~~approximately ten nine~~ local bus routes operated by Metropolitan Transportation Authority-New York City Transit (MTA-NYCT) and MTA Bus that connect the area with other parts of Brooklyn and Queens. A detailed analysis of bus conditions is generally ~~not~~ required if a proposed action is projected to result in ~~fewer than 50 or more~~ peak hour trips being assigned to a single bus route (in one direction) based on the general thresholds used by the MTA and specified in the *CEQR Technical Manual*. As discussed in the TPF/TDF technical memorandum included in Appendix 3, three of the ten local bus routes serving the rezoning area are expected to experience 50 or more new trips in one direction in at least one peak hour—the B13 and Q24 routes operated by NYCT and the Q8 route operated by MTA Bus. the incremental person trips by bus generated by the Proposed Actions would exceed 50 peak hour trips in one direction on one or more of the nine routes serving the rezoning area, tThe EIS will therefore include a quantitative analysis of conditions on these local bus routes conditions. For the that analysis, trips will be assigned to each route based on proximity to the projected development sites and current ridership patterns. The analysis will include documenting existing peak hour bus service levels and maximum load point ridership, determining conditions in the future No-Action condition, and assessing the effects of new action-generated peak hour trips. Bus transit mitigation, if warranted, will be identified in consultation with the lead agency and the MTA.

Pedestrians

Projected pedestrian volumes of less than 200 persons per hour at any pedestrian element (sidewalks, corner areas, and crosswalks) would not typically be considered a significant impact, since the level of increase would not generally be noticeable and therefore would not require further analysis under *CEQR Technical Manual* criteria. As discussed in the TPF/TDF technical memorandum included in Appendix 3, Bbased on the level of new pedestrian demand generated by the Proposed Actions' RWCDs, it is anticipated that project action-generated pedestrian trips would exceed the 200-trip *CEQR Technical Manual* analysis threshold at one or more locations in one or more peak hours. A detailed pedestrian analysis will therefore be prepared for the EIS. As shown in Figure 108, a total of 204 representative pedestrian elements where new project-generated trips are expected to be most concentrated were selected for analysis in consultation with DCP and DOT. These elements are primarily located in the vicinity of major projected development sites and corridors connecting these sites to area subway station entrances and bus routes. As shown in Figure 108, they include a total of 79 sidewalks, 58 corner reservoir areas, and 67 crosswalks primarily located along the Atlantic Avenue, Berriman Street, Euclid Avenue, Fulton Street, Liberty Avenue, Pennsylvania Avenue, Richmond Street, Shepherd Avenue and Van Siclen Avenue corridors. focusing on selected sidewalks, corner areas, and crosswalks along corridors that would experience more than 200 additional peak hour pedestrian trips.

As discussed in the TPF/TDF technical memorandum included in Appendix 3, the net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday and Saturday midday peak hours for retail demand. As project increment pedestrian trips during the Saturday midday would generally have assignment patterns similar to those of the weekday midday but with lower overall volumes, significant adverse pedestrian impacts over and above those identified for the weekday midday are considered unlikely. The Saturday midday peak hour will therefore not be analyzed for pedestrians.

-Pedestrian counts will be conducted at each analysis location and used to determine existing levels of service. No-Action and With-Action pedestrian volumes and levels of service will be determined based on approved background growth rates, trips expected to be generated by No-Action development on projected development



East New York Rezoning Proposal

Figure 10
Pedestrian Analysis Locations

sites and other major projects in the vicinity of the study area, and ~~project action-generated demand~~. ~~The specific pedestrian facilities to be analyzed will be determined in consultation with the lead agency once the assignment of action-generated pedestrian trips has been finalized.~~ The analysis will evaluate the potential for incremental demand from the Proposed Actions to result in significant adverse impacts based on current *CEQR Technical Manual* criteria. Potential measures to mitigate any significant adverse pedestrian impacts will be identified and evaluated, as warranted, in consultation with the lead agency and NYCDOT.

Vehicular and Pedestrian Safety

Data on traffic accidents involving pedestrians and/or cyclists at study area intersections will be obtained from NYCDOT for the most recent three-year period available. These data will be analyzed to determine if any of the studied locations may be classified (based on *CEQR Technical Manual* criteria) as high crash locations and whether vehicle and/or pedestrian trips and any street network changes resulting from the Proposed Actions would adversely affect vehicular and pedestrian safety in the area. If any high crash locations are identified, feasible improvement measures beyond those planned by NYCDOT for the Atlantic Avenue corridor will be explored to alleviate potential safety issues.

Parking

Parking demand from commercial ~~and (non-restaurant retail)~~ uses typically peaks in the midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks in the overnight period.

It is anticipated that the on-site required accessory parking for projected development sites may not be sufficient to accommodate the overall incremental demand that would be generated by the Proposed Actions. As such, detailed existing on-street parking and off-street parking inventories will be conducted for the weekday overnight period (when residential parking demand typically peaks) and the weekday midday period (when parking in a business area is frequently at peak occupancy) to document the existing supply and demand for each period. The parking analyses will document changes in the parking supply and utilization in proximity to projected development sites under the No-Action and With-Action conditions based on accepted background growth rates and projected demand from No-Action and With-Action development on projected development sites and other major projects in the vicinity of the study area. Parking utilization within the rezoning area, as well as within ¼-mile of the rezoning area, will be analyzed.

~~The forecast of parking demand generated by the affordable projected residential component of the Proposed Actions' RWCDs will be forecasted based on 2008-2012 five-year American Community Survey (ACS) auto ownership data on average vehicles per household for affordable units in PUMA⁵ 4007 which encompasses a substantial portion of the rezoning area. for the rezoning area and the surrounding area. Parking demand from the market-rate residential component will also be derived from ACS data. Parking demands from all other uses will be derived from the forecasts of the daily auto trips that would be generated by these uses. Estimates of future future parking utilization parking demand will account for net reductions in demand associated with the projected development sites' No-Action land uses displaced from projected development sites under the RWCDs. Proposed Action.~~

The forecast of new parking supply under the RWCDs will be based on the number of accessory net change in parking spaces that would be provided on projected development sites in both the No-Action and With-Action conditions. As currently contemplated, no accessory parking would be required for affordable units developed in the With-Action condition. The forecast of future supply will also account for accessory parking spaces associated with the With-Action commercial uses, which have lower commercial demand in the overnight hours.

⁵ Public Use Microdata Area.

TASK 14. AIR QUALITY

CEQR Technical Manual criteria require an air quality assessment for action that can result in significant air quality impacts. There are mobile source impacts that could arise when an action increases or causes a redistribution of traffic, creates any other mobile sources of pollutants, or adds new uses near existing mobile sources. There are mobile source impacts that could be produced by parking facilities, parking lots, or garages. Stationary source impacts could occur with actions that create new stationary sources or pollutants such as emission stacks from industrial plants, hospitals, or other large institutional uses, or a building's boilers, that can affect surrounding uses; or when they add uses near existing or planned future emission stacks, and the new uses might be affected by the emissions from the stacks, or when they add structures near such stacks and those structures can change the dispersion of emissions from stacks so that they begin to affect surrounding uses.

Mobile Source Analysis

The increased traffic associated with the RWCDs projected development sites would have the potential to affect local air quality levels. Emissions generated by the increased traffic at congested intersections have the potential to significantly increase air quality levels at nearby sensitive land uses. Carbon monoxide (CO) and particulate matter (PM) are the primary pollutants of concern for microscale mobile source air quality analyses, including assessments of roadway intersections and parking garages. There is the potential for the action-generated trips to exceed the *CEQR Technical Manual* CO analysis screening threshold of 170 vehicles in a peak hour at a number of locations throughout the study area. In addition, the projected number of heavy-duty trucks or equivalent vehicles will likely exceed the applicable fine particulate matter (PM_{2.5}) screening thresholds in the *CEQR Technical Manual*. Therefore, a microscale analysis of CO and PM mobile source emissions at affected intersections is warranted.

The specific work program for the mobile source air quality study will include the following tasks:

- Existing ambient air quality data for the study area (published by the New York State Department of Environmental Conservation [NYSDEC]) will be compiled for the analysis of existing and future conditions.
- Critical intersection locations exceeding the CEQR screening thresholds outlined above will be selected, representing locations with the worst potential total and incremental pollution impacts, based on data obtained from the traffic analysis (Task 13, Transportation). At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines.
- The United States Environmental Protection Agency's (EPA's) first-level CAL3QHC intersection model will be utilized to predict change in CO concentrations. The refined EPA CAL3QHCR intersection model will be used to predict the maximum changes in PM_{2.5} concentrations, with five years of meteorological data from JFK Airport and concurrent upper air data from Brookhaven, New York to be used for the simulation program.
- Vehicular cruise and idle emissions for the dispersions modeling will be computed using EPA's MOVES model. Factors for re-suspended road dust emissions will be based on *CEQR Technical Manual* guidance and the EPA procedure defined in AP-42.
- At each mobile source microscale receptor site, (1) the one-hour and eight-hour average CO concentrations will be calculated for each applicable peak period for existing, No-Action, and With-Action condition; and (2) the maximum 24-hour and annual average PM_{2.5} concentrations will be calculated for the No-Action and With-Action conditions.
- An analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate.
- Future pollutant levels with and without the Proposed Actions will be compared with the CO National Ambient Air Quality Standards (NAAQS) and the City's CO and PM_{2.5} *de minimis* guidance criteria to determine the impacts of the Proposed Actions.

- The consistency of the Proposed Actions with the strategies contained in the State Implementation Plan (SIP) for the area will be determined. At any receptor sites where violations of standards occur, analyses will be performed to determine what mitigation measures would be required to attain standards.

Stationary Source Analysis

The stationary source air quality analysis will determine the effects of emissions from projected and potential development sites' fossil-fuel fired heating and hot water systems to significantly impact existing land uses or to significantly impact any of the other projected or potential development sites (i.e., project-on-project impacts). In addition, since portions of the rezoning area are located within or near manufacturing zoned districts, an analysis of emissions from industrial sources must be performed, examining large and major sources of emissions within 1,000 feet of the study area, as per the *CEQR Technical Manual*.

Heat and Hot Water Systems Analysis

- A screening level analysis will be performed following the procedures outlined in the *CEQR Technical Manual*. The purpose of the screening level analysis is to determine the potential for impacts air quality impacts from heating and hot water systems of the projected and potential development sites.
- If the screening analysis for any site demonstrates a potential for air quality impacts, a refined modeling analysis will be performed for that development site using the AERMOD model. For this analysis, five recent years of meteorological data from JFK Airport and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and particulate matter (PM₁₀ and PM_{2.5}) will be determined at off-site receptors sites, as well as on projected and potential development site receptors. Predicted values will be compared with NAAQS and other relevant standards. If warranted by the analysis, requirements related to fuel type and/or exhaust stack locations will be memorialized by (E) designations (or land disposition restriction for the City-owned parcel) placed on the blocks and lots pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules, as referenced above in the Hazardous Materials section.
- A cumulative impact analysis will be performed for development sites with similar height located in close proximity to one another (i.e., site clusters). Impacts will be determined using the EPA AERSCREEN model. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.

Industrial Source Analysis

- A field survey will be performed to identify processing or manufacturing facilities within 400 feet of the projected and potential development sites. A copy of the air permits for each of these facilities will be requested from DEP's Bureau of Environmental Compliance. A review of NYSDEC Title V permits and the EPA Envirofacts database will also be performed to identify any Federal- or State-permitted facilities within 1,000 feet of the development sites.
- Facilities with sources of emissions located within 400 feet of the projected or potential development sites will be considered for analysis.
- For potential development sites with identified industrial sources of air emissions, the industrial sources analysis will be performed assuming that development does take place, as well as assuming that it does not take place.
- A cumulative impact analysis will be performed for multiple sources that emit the same air contaminant. Predicted concentrations of these compounds will be compared to NYDEC DAR-1 guideline values for short-term (SGC) and annual (AGC) averaging periods. In the event that violations of standards are predicted, measures to reduce pollutant levels to within standards will be examined.
- Potential cumulative impacts of multiple air contaminants will be determined based on the EPA's Hazard Index Approach for non-carcinogenic compounds and using the EPA's Unit Risk Factors for carcinogenic

compounds. Both methods are based on equations that use EPA health risk information (established for individual compounds with known health effects) to determine the level of health risk posed by specific ambient concentrations of that compound. The derived values of health risk are additive and can be used to determine the total risk posed by multiple air contaminants.

Large and Major Source Analysis

- An analysis of existing large and major sources of emissions (such as sources having Federal and State permits) identified within 1,000 feet of the development sites will be performed to assess their potential effects of the projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERMOD model compared with NAAQS for NO₂, SO₂, and PM₁₀, as well as applicable criteria for PM_{2.5}.

Further details on the air quality analysis approach for the Proposed Actions is provided in Appendix 4 to this document (Air Quality Analysis Methodology Memorandum).

TASK 15. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

Increased greenhouse (GHG) emissions are changing the global climate, which is predicted to lead to wide-ranging effects on the environment, including rising sea levels, increases in temperature, and changes in precipitation levels. Although this is occurring on a global scale, the environmental effects of climate change are also likely to be felt at the local level. As the RWCDs associated with the Proposed Actions exceeds the 350,000 sf development threshold, GHG emissions generated by the Proposed Actions will be quantified and an assessment of consistency with the City's established GHG reduction goal will be performed as part of the EIS in accordance with the *CEQR Technical Manual*. The assessment will examine GHG emissions from the Proposed Action's operations, mobile sources, and construction, as outlined below. As stated in the EAS, the rezoning area is not susceptible to storm surge and coastal flooding, and an assessment of climate change is not warranted.

- Sources of GHG from the development projected as part of the Proposed Actions will be identified. The pollutants for analysis will be discussed, as well as various City, State, and Federal goals, policies, regulations, standards, and benchmarks for GHG emissions.
- Fuel consumption will be estimated for the projected developments based on the calculations of energy use estimated as part of Task 12, energy.
- GHG emissions associated with the action-related traffic will be estimated for the Proposed Actions using data from Task 13, transportation. A calculation of vehicle miles traveled (VMT) will be prepared.
- The types of construction materials and equipment proposed will be discussed along with opportunities for alternative approaches that may serve to reduce GHG emissions associated with construction.
- A qualitative discussion of stationary and mobile sources of GHG emissions will be provided in conjunction with a discussion of goals for reducing GHG emissions to determine if the Proposed Actions are consistent with GHG reduction goals, including building efficient buildings, using clean power, transit-oriented development and sustainable transportation, reducing construction operations emissions, and using building materials with low carbon intensity.

TASK 16. NOISE

The noise analysis, as prescribed by the *CEQR Technical Manual* will examine both the Proposed Actions' potential effects on sensitive noise receptors (including residences, health care facilities, schools, open space, etc.) and the potential noise exposure at new sensitive uses introduced by the actions. If significant adverse impacts are identified, CEQR requires such impacts to be mitigated or avoided to the greatest extent practicable. The Proposed Actions would result in new residential, commercial, community facility, and industrial development and also

would alter traffic conditions in the area. Noise, which is a general term used to describe unwanted sound, will likely be affected by these development changes.

It is assumed that outdoor mechanical equipment would be designed to meet applicable regulations, which are more stringent than *CEQR Technical Manual* impact criteria, and consequently no detailed analysis of potential noise impacts due to outdoor mechanical equipment will be performed. Consequently, the noise analysis will examine the level of building attenuation necessary to meet CEQR interior noise level requirements. The following tasks will be performed in compliance with *CEQR Technical Manual* guidelines:

- Based on the traffic studies conducted for Task 13, Transportation, a screening analysis will be conducted to determine whether there are any locations where there is the potential for the RWCDs associated with the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]) due to action-generated traffic.
- Noise survey locations will be selected to represent sites of future sensitive uses in the RWCDs With-Action condition. These noise survey locations will be placed in areas to be analyzed for building attenuation and would focus on areas of potentially high ambient noise where residential uses are proposed.
- At the identified locations, noise measurements will be conducted during typical weekday AM, midday, and PM peak periods (coinciding with the traffic peak periods). Noise measurements will be recorded in conformance with *CEQR Technical Manual* procedures and will be measured in units of “A” weighted decibel scale (dBA) as well as one-third octave bands. The measured noise level descriptors will include equivalent noise level (L_{eq}), maximum level (L_{max}), minimum level (L_{min}), and statistical percentile levels such as L_1 , L_{10} , L_{50} , and L_{90} . A summary table of existing measured noise levels will be provided as part of the EIS.
- Following procedures outlined in the *CEQR Technical Manual* for assessing mobile source noise impacts, future No-Action and With-Action noise levels will be estimated at the noise receptor locations based on acoustical fundamentals. All projections will be made with L_{eq} noise descriptor.
- Noise levels from the proposed school playground will be determined and included in the building attenuation analysis.
- The level of building attenuation necessary to satisfy CEQR requirements (a function of the exterior noise levels) will be determined based on the highest L_{10} noise level estimated at each monitoring site. Where necessary, the level of building attenuation necessary to satisfy HUD interior noise level recommendations will be determined based on the estimated L_{dn} noise level. The building attenuation requirements will be memorialized by (E) designations (or land disposition restriction for the City-owned parcel) placed on the blocks and lots requiring specific levels of attenuation pursuant to Section 11-15 of the New York City Zoning Resolution and the (E) Rules, as referenced above in the Hazardous Materials section. The EIS would include (E) designation language describing the requirements for each of the blocks and lots to which they would apply.
- If the results of the screening analysis indicate that any sensitive receptor location would experience a doubling of traffic between the Future No-Action and Future With-Action conditions, a detailed mobile source noise analysis would be performed at that location in compliance with *CEQR Technical Manual* guidelines.

Further details on the noise analysis approach for the Proposed Actions is provided in Appendix 5 to this document (Noise Monitoring Approach Memorandum).

TASK 17. PUBLIC HEALTH

Public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability, and premature death; and reducing inequalities in health status, as defined in the *CEQR Technical*

Manual. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and, if so, to identify measures to mitigate such effects.

A public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise, according to the *CEQR Technical Manual*. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and DCP determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

TASK 18. NEIGHBORHOOD CHARACTER

The character of a neighborhood is established by numerous factors, including land use patterns, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include traffic and pedestrian patterns, noise, etc. The Proposed Actions have the potential to alter certain elements contributing to the affected area's neighborhood character. Therefore, a neighborhood character analysis will be provided in the EIS.

A preliminary assessment of neighborhood character will be provided in the EIS to determine whether changes expected in other technical analysis areas—land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise—may affect a defining feature of neighborhood character. The preliminary assessment will:

- Identify the defining features of the existing neighborhood character.
- Summarize changes in the character of the neighborhood that can be expected in the future With-Action condition and compare to the future No-Action condition.
- Evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas.

If the preliminary assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual* guidelines.

TASK 19. CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. Construction impacts are usually important when construction activity has the potential to affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials. Multi-sited projects with overall construction periods lasting longer than two years and that are near to sensitive receptors should undergo a preliminary impact assessment according to the *CEQR Technical Manual*. This chapter of the EIS will provide a preliminary impact assessment following the guidelines in the *CEQR Technical Manual* based on a conceptual construction schedule with anticipated RWCDs construction timelines for each of the projected development sites. The preliminary assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors. If the preliminary assessments indicate the potential for a significant impact during construction, a detailed construction impact analysis will be undertaken and reported in the EIS in accordance with guidelines outlined in the *CEQR Technical Manual*. Technical areas to be assessed include the following:

- *Transportation Systems*: The assessment will qualitatively consider losses in lanes, sidewalks, and other transportation services on the adjacent streets during the various phases of construction and identify the

increase in vehicle trips from construction workers and equipment. A travel demand forecast for the RWCDs peak construction period(s) will be prepared if warranted under CEQR guidelines.

- *Air Quality:* ~~The construction air quality impact section will include a qualitative discussion of both mobile air source emissions from construction equipment and worker and delivery vehicles, as well as fugitive dust emissions. It will discuss measures to reduce impacts. A quantitative (i.e., model predicted concentrations) air quality analysis will be conducted to determine the potential for air quality impacts during on-site construction activities and construction-generated traffic on local roadways. Air pollutant sources will include combustion exhaust associated with non-road engines (i.e., cranes, excavators), on-road engines, and on-site activities that generate fugitive dust. During the most representative worst-case time period(s), concentration level for each pollutant of concern (carbon monoxide, particulate matter, and nitrogen dioxide) due to construction activities at each sensitive receptor will be predicted. The potential for significant impacts will be determined by a comparison of model predicted total concentrations to the National Ambient Air Quality Standards (NAAQS), and by comparison of the predicted increase in concentrations to applicable interim guidance thresholds.~~
- *Noise:* The construction noise impact section will contain a ~~qualitative~~ quantitative discussion of noise from construction activity. Existing noise levels will be determined by noise measurements performed at at-grade receptor locations, and by use of computer models for elevated receptor locations. During the most representative worst-case time period(s), noise levels due to construction activities at sensitive receptors will be predicted.
- *Other Technical Areas:* As appropriate, other areas of environmental assessment—such as historic resources, hazardous materials, socioeconomic conditions, and neighborhood character—will be analyzed for potential construction-related impacts. In accordance with CEQR Technical Manual guidelines, the construction analysis will include an assessment of whether construction of the projected development sites would potentially physically impact, or inhibit access to, adjacent land uses, including community facilities.

TASK 20. MITIGATION

Where significant adverse impacts have been identified in Tasks 2 through 19, measures to mitigate those impacts will be described. The chapter will also consider when mitigation measures will need to be implemented. These measures will be developed and coordinated with the responsible City/State agencies, as necessary, including the LPC, DOT, and DEP. Where impacts cannot be fully mitigated, they will be described as unavoidable adverse impacts.

TASK 21. ALTERNATIVES

The purpose of an alternative section in an EIS is to examine development options that would tend to reduce action-related impacts. The alternatives will be better defined once the full extent of the Proposed Actions' impacts have been identified. Typically for area-wide actions such as the Proposed Actions, the alternatives will include a No-Action Alternative, a no impact or no unmitigated significant adverse impact alternative, and a lesser density alternative. ~~A lesser density alternative would be pursued only if it is found to have~~ The DEIS will also assess a Lower Density Alternative that has the potential to reduce the impacts of the Proposed Actions while, to some extent, still meeting the action's stated purpose and need.

The alternatives analysis will be qualitative, except in those technical areas where significant adverse impacts for the Proposed Actions have been identified. The level of analysis provided will depend on an assessment of project impacts determined by the analysis connected with the appropriate tasks.

TASK 22. SUMMARY EIS CHAPTERS

The EIS will include the following three summary chapters, where appropriate to the Proposed Action, in accordance with CEQR guidelines:

- *Unavoidable Adverse Impacts*: which summarizes any significant adverse impacts that are unavoidable if the Proposed Actions are implemented regardless of the mitigation employed (or if mitigation is not feasible).
- *Growth-Inducing Aspects of the Proposed Action*: which generally refer to “secondary” impacts of the Proposed Actions that trigger further development.
- *Irreversible and Irrecoverable Commitments of Resources*: which summarizes the Proposed Actions and its impact in terms of the loss of environmental resources (loss of vegetation, use of fossil fuels and materials for construction, etc.), both in the immediate future and in the long term.

TASK 23. EXECUTIVE SUMMARY

The executive summary will utilize relevant material from the body of the EIS to describe the Proposed Actions, their environmental impacts, measures to mitigate those impacts, and alternatives to the Proposed Actions. The executive summary will be written in enough detail to facilitate drafting of a notice of completion by the lead agency.

Appendix 1

List of Blocks and Lots Included in Proposed Rezoning Area

Appendix 1 - List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lots
1437	1, 8, 14, 15, 21, 23, 25, 25, 26, 27, 29, 30, 37, 38, 46, 58, 64, 69, 70
1444	1, 5, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 41, 42, 48, 49
1450	1, 2, 3, 4, 25, 27, 28, 29, 31, 36, 37, 38, 39, 40, 41, 42, 44, 45, 47, 48, 49, 50, 51, 24 (p/o), 31 (p/o), 53 (p/o), 22 (p/o)
1456	1
1540	70, 72, 82
1543	1, 7, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 31, 41, 43, 45, 46, 47, 48, 49, 58, 59, 60, 61
1544	1, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 21, 42, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56
1545	1
1546	1
1553	13, 18, 25, 26, 31, 32, 33, 34, 35, 37, 39 (p/o)
1554	1, 16, 52, 54, 55, 56, 57, 59, 60, 61, 63, 64, 65, 58 (p/o)
1572	18, 24, 25, 26, 17 (p/o), 27 (p/o)
1573	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37
1574	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 32
1575	1, 18, 22
3659	1, 4, 14, 15, 35
3660	1, 2, 29
3661	1, 37, 39, 40, 41, 42
3662	1, 47, 48, 49, 52, 53, 54, 55
3663	40, 42, 43, 44, 46, 47, 48, 49, 50, 101, 102, 39 (p/o)
3664	1, 2, 42, 43, 44, 45, 46, 47, 48, 49, 50, 52, 3 (p/o)
3669	1, 3, 5, 9, 10, 11, 12, 13, 17, 20, 22, 26, 28, 30, 33, 34, 35, 37, 38, 39, 40
3670	1, 7, 9, 13, 14, 15, 16, 17, 18, 25, 27, 29, 30, 31, 33, 35
3671	3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 23, 25, 26, 27, 28, 29, 34, 36, 37, 38, 40, 41, 42, 43, 114, 130, 131, 132, 133, 134
3672	2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 20, 24, 27, 28, 29, 30, 31, 32, 33, 34, 35, 37, 40, 41, 43, 46, 47, 48, 49, 50, 51, 113
3673	1, 3, 4, 5, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 25, 26, 28, 29, 30, 32, 33, 34, 36, 37, 38, 39, 40, 41, 42, 43, 45, 47, 49, 51, 53, 55, 57, 59
3674	1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 30, 31, 32, 33, 34, 35, 38, 39, 40, 41, 42, 43, 44, 45
3675	1, 3, 4, 5, 7, 8, 10, 11, 14, 25, 27, 28
3686	1, 4, 5, 6, 7, 8, 9, 11, 12, 13, 15, 16, 17, 19, 21, 23, 24, 25, 28, 29, 30, 31, 32, 33, 34, 39, 40, 41
3687	1, 5, 6, 7, 12, 34, 35, 36, 37, 38, 112
3688	1, 4, 5, 6, 7, 8, 9, 11, 18, 24, 25, 27, 28, 29, 30, 31, 32, 33, 37, 38, 39, 40, 108
3689	1, 11, 12, 19, 20, 21, 22, 23, 24, 25, 26
3690	1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34
3691	1, 5, 6, 8, 9, 10, 11, 13, 14, 15, 16, 18, 24, 28, 29, 30, 32
3703	1, 4, 5, 6, 7, 8, 9, 10, 12, 13, 15, 16, 17, 18, 21, 23, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40
3704	1, 16, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 33, 35, 36
3705	1, 3, 4, 5, 6, 7, 8, 9, 10, 14, 16, 27, 28, 29, 30, 31, 32, 34, 35, 38, 39, 40, 42
3706	1, 4, 6, 7, 8, 9, 10, 12, 13, 14, 15, 18, 19, 21, 22, 23, 24, 25, 26, 28, 29, 31, 32, 33, 39, 42, 110, 134, 135, 136, 137, 142
3707	2, 3, 4, 7, 15, 16, 21, 22, 23, 24, 25, 26, 30, 31, 32, 40, 42, 44, 46, 128, 129
3708	1, 2, 3, 4, 5, 6, 7, 9, 11, 15, 20, 21, 22, 24, 25, 26, 27, 29, 31, 32, 33, 34, 35
3720	1, 2, 3, 4, 5, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 130
3721	1, 13, 18, 20, 22, 24, 25, 26, 27
3722	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 114
3723	1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 22, 23, 25, 26, 27, 28, 29, 30, 31, 32, 34, 35, 36, 37, 38
3724	1, 2, 3, 4, 5, 6, 7, 12, 13, 14, 15, 16, 17, 19, 21, 23, 24, 25, 26, 27, 29, 109, 110
3725	1, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 16, 17, 19, 20, 21, 22
3738	1, 3, 4, 5, 6, 7 (p/o), 10 (p/o), 12 (p/o), 15 (p/o), 39 (p/o)
3741	14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 28, 29, 13 (p/o), 30 (p/o)
3742	14, 15, 16, 18, 20, 21, 22, 23, 24, 28, 29, 13 (p/o), 30 (p/o)

Appendix 1 - List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lots
3931	1, 54, 55, 57, 58, 59, 60, 61, 62, 63, 64, 65, 159, 160, 161, 53 (p/o)
3932	1, 2, 3, 4, 5, 6, 46, 47, 52, 149, 150, 151, 152, 153
3933	1, 2, 46, 47, 49, 51, 55
3934	1, 3, 40, 41, 43, 45, 46, 47, 48, 49, 50, 149, 5 (p/o)
3935	1, 2, 40, 42, 43, 44, 48, 49, 50, 51, 52, 142, 3 (p/o), 38 (p/o)
3936	1, 2, 40, 42, 50, 3 (p/o), 38 (p/o)
3937	1, 36, 37, 39, 40, 41, 42, 43, 44, 45, 46, 47, 2 (p/o), 4 (p/o), 35 (p/o)
3938	1, 2, 30, 31, 33, 34, 35, 36, 37, 38, 39, 40, 41, 3 (p/o), 28 (p/o), 29 (p/o)
3939	1, 2, 24, 26, 27, 30, 31, 32, 33, 34, 3 (p/o), 23 (p/o)
3940	1, 17, 19, 20, 21, 22, 23, 24, 25, 27, 127, 2 (p/o), 3 (p/o), 16 (p/o)
3941	16 (p/o), 18 (p/o), 19 (p/o), 20 (p/o), 21 (p/o), 22 (p/o), 23 (p/o)
3942	1, 2, 4, 5, 6, 7, 8, 9, 10, 12, 16, 19, 21
3943	1, 4, 5, 6, 7, 8, 9, 16, 17, 18, 19, 20, 21, 22, 23
3944	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
3945	1, 2, 3, 4, 5
3946	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33, 34, 35, 36, 37, 39, 40, 41, 42, 43, 45, 46, 47, 138
3947	1, 5, 9, 10, 11, 12, 17, 22, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 110
3948	1, 2, 3, 6, 7, 8, 9, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 35, 36, 37, 43, 115, 116, 119, 125, 126, 134
3949	1, 7, 8, 9, 10, 11, 12, 14, 15, 18, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 42, 44, 45
3950	1, 2, 4, 5, 7, 8, 11, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 41, 43, 44, 46, 47, 50, 125
3951	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 42
3952	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 42, 45, 47
3953	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 45, 51, 52, 59, 60
3654	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 45, 55
3655	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 44, 45, 46, 47, 48, 49, 52, 53, 54, 154
3656	1, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 18, 19, 21, 23, 24, 25, 28, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 43, 48, 50, 51, 53, 54, 55, 56, 57, 59, 61, 62, 63, 64, 65, 66, 68, 69, 70, 71
3957	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 21, 23, 24, 25, 26, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 45, 49, 53
3958	1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 25, 26, 27, 28, 29, 30, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 49, 131, 132, 133, 134, 135, 136, 137, 138, 139, 143
3959	1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 18, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 52, 54, 137
3960	1, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 50, 58, 65, 68, 69, 70, 71, 72, 108, 109, 127, 145
3961	1, 3, 5, 7, 9, 10, 11, 12, 15, 16, 18, 20, 21, 22, 23, 24, 26, 27, 29, 30, 31, 32, 33, 113
3962	1, 2, 4, 5, 6, 8, 9, 30, 31, 32, 33, 34
3963	1, 2, 3, 5, 6, 7, 8, 14, 15, 16, 18, 20, 21, 22, 23, 24, 26, 29, 30, 31, 32, 33
3964	1, 2, 3, 4, 8, 23, 24, 25, 26, 27, 29, 30, 31, 33, 34, 35
3965	1, 3, 4, 5, 6, 7, 9, 10, 11, 20, 21, 22, 23, 24, 25, 26, 27, 28, 30, 31, 32, 33
3966	1, 12, 13, 14, 15, 16, 19
3967	1, 7, 8, 9, 10, 13, 15, 19, 20, 21, 22, 24, 25, 29, 30, 33, 37, 38
3968	1, 2, 3, 5, 36, 37, 38, 39, 40, 41, 42
3969	1, 16, 20, 22, 25

Appendix 1 - List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lots
3971	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 19, 21, 24, 25, 26, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 49, 50, 51, 52, 53, 54
3972	1, 4, 5, 7, 8, 9, 11, 12, 17, 18, 20, 22, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 105, 152
3973	1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 22, 24, 38, 45, 46, 50, 52, 53, 55, 57, 58, 60, 61, 62, 63, 107, 110, 161
3974	1
3975	1
3976	1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27, 31, 35, 43, 45, 46, 47, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 70, 75, 81
3977	1, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 32, 34, 35, 129, 7501
3978	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 19, 20, 21, 22, 23, 24, 25, 26, 27, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38
3979	1, 2, 3, 4, 5, 6, 8, 9, 11, 12, 13, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40
3980	1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 12, 13, 14, 15, 17, 19, 20, 21, 22, 23, 26, 27, 29, 30, 31, 32, 33, 34, 35, 36, 105
3981	1, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 19, 20, 22, 23, 24, 25, 26, 28, 30, 31, 32, 33, 34, 35, 104, 115
3982	1, 2, 3, 4, 5, 6, 7, 8, 11, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36
3983	1, 2, 3, 4, 5, 6, 7, 8, 10, 13, 15, 17, 18, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 119, 125, 128
3984	5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 18, 19, 20, 27, 28, 29, 30, 31, 32, 33, 101, 102, 103, 104, 121, 122, 123, 124, 125
3985	1, 2, 3, 4, 5, 9, 10, 12, 13, 14, 15, 16, 17, 18, 20, 22, 32, 33, 34, 35
3986	1, 5, 6, 7, 8, 10, 11, 13, 14, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30
3987	1, 2, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 17, 19, 20, 21, 22, 23, 24, 25, 26, 28, 29, 30, 31, 32, 33, 34, 35
3988	1, 3, 4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 17, 19, 20, 21, 22, 23, 24, 25, 26, 28, 34, 35, 107, 108, 111, 122
3989	1, 3, 5, 6, 7, 9, 10, 12, 14, 16, 18, 19, 20, 24, 25, 27, 28, 30, 32, 33, 34, 36
3990	1
3991	1, 2, 5, 6, 7, 8, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 38, 39, 40, 41
3992	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 17, 18, 20, 22, 24, 26, 27, 28, 30, 32, 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48
3993	1, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 104, 105, 106, 107, 108
3994	1, 2, 4, 5, 7, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 25, 26, 28, 30, 31, 32, 33, 34, 35, 115, 116, 117, 132
3995	1, 8, 10, 12, 17, 20, 21, 22, 23, 24, 25, 26, 27, 29, 31, 32, 110, 114, 115, 116, 123, 129
3996	1, 2, 3, 4, 6, 7, 8, 9, 11, 13, 15, 17, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 39, 104, 122
3997	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33, 34, 35, 36, 130, 133
3998	1, 2, 3, 4, 5, 6, 11, 13, 14, 15, 16, 17, 20, 21, 23, 24, 25, 26, 30, 32, 33, 37
3999	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 15, 16, 19, 21, 22, 24, 25, 27, 28, 30, 31, 32, 33, 34, 35, 36, 37, 40
4000	1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 35, 107, 128, 130
4001	1, 2, 3, 4, 6, 7, 8, 16, 19, 20, 21, 22, 24, 25, 26, 27, 28, 37, 38, 39, 40, 41, 109, 110, 111, 112, 113, 114, 117, 118, 129, 131
4002	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 33, 102, 110, 111, 121, 124, 210
4003	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 31, 32, 35, 113, 125
4004	3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 102, 103, 135, 136, 137, 138, 139, 140
4005	1, 2, 3, 4, 5, 7, 10, 14, 15, 16, 17, 19, 20, 21, 23, 24, 110, 210, 310
4006	1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 19, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 102, 103, 133
4007	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 40, 41, 43, 44, 45
4008	1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 13, 14, 15, 16, 17, 18, 19, 21, 22, 24, 25, 26, 27, 28, 29, 30, 31, 33, 34, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 9 (p/o)
4009	15, 21, 22, 23, 24, 25, 26, 27, 30, 31, 32, 119, 120, 121
4010	13, 14, 17, 19, 24, 25, 26, 27, 12 (p/o), 28 (p/o)
4012	7, 8, 9, 14, 15, 16, 17, 18, 19, 20, 111, 112, 113, 114, 21 (p/o)
4013	7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 109, 115, 117
4014	8, 9, 11, 12, 20, 21
4015	13, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28

Appendix 1 - List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lots
4016	13, 14, 15, 21, 22, 23, 24, 25, 26, 27, 28, 117, 118, 119, 120, 29 (p/o)
4017	14, 15, 19, 22, 25, 28, 29, 12 (p/o), 30 (p/o)
4018	8, 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 111, 118, 6 (p/o)
4019	9, 10, 15, 20, 21, 22, 111, 112, 113, 116, 117, 118, 120, 8 (p/o)
4020	7, 8, 10, 11, 12, 13, 15, 16, 17, 18, 19, 20, 21
4021	13, 14, 15, 16, 17, 18, 19, 47, 122, 123, 124, 125, 126
4023	10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 9 (p/o), 26 (p/o)
4024	9, 10, 13, 15, 16, 17, 18, 24, 25, 26 (p/o)
4124	1, 5, 6, 40, 41, 42, 43, 44, 45, 46, 48, 49, 50, 51, 52, 53, 8 (p/o), 31 (p/o)
4126	1, 5, 6, 61, 62, 63, 64, 66, 67, 68, 105, 7 (p/o), 8 (p/o), 58 (p/o), 59 (p/o),
4127	1, 4, 5, 6, 50, 51, 53, 55, 56, 57, 58, 59, 60, 61, 62, 63, 7 (p/o), 50 (p/o)
4128	1, 7, 54, 66, 70, 71, 8 (p/o), 53 (p/o)
4137	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 43, 44, 56, 63, 118, 119, 121, 122, 133, 134
4139	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 25, 29, 103
4140	1, 5, 10, 12, 13, 22, 23, 24, 25, 26, 27, 28
4141	1, 4, 6, 7, 8, 9, 10, 11, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 30, 33, 35, 39, 122, 123, 124
4142	1, 32
4143	1
4145	1, 67, 68, 69, 13 (p/o), 66 (p/o)
4146	1, 4, 5, 64, 65, 66, 67, 6 (p/o), 7 (p/o), 63 (p/o)
4147	1, 3, 4, 5, 66, 67, 68, 69, 6 (p/o), 7 (p/o), 65 (p/o)
4148	1, 2, 3, 4, 65, 66, 67, 5 (p/o), 7 (p/o), 63 (p/o), 64 (p/o)
4149	1 (p/o), 50 (p/o)
4153	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 40, 44, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 67, 68, 69, 70, 71, 73, 74, 75, 76, 78, 79, 80, 81, 82, 146, 147, 148, 149, 155
4154	1, 3, 4, 7, 8, 9, 10, 11, 12, 13, 14, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 35, 45, 59, 60, 61, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 98, 99, 100
4156	1, 45, 50, 6 (p/o), 35 (p/o)
4157	1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 32, 45, 46, 47, 48, 49, 50, 51, 52, 53, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71
4162	1, 2, 10, 11, 12, 13, 14, 15, 16, 18, 22, 29, 33, 35, 36, 37, 38, 39, 40, 41, 44, 47, 49, 50, 51, 52, 53, 54, 140
4167	7, 10, 11, 13 (p/o), 16, 18, 19, 20, 21, 22, 24, 25
4172	31, 32, 33, 34, 36, 37, 38, 39, 29 (p/o), 30 (p/o), 40 (p/o), 41 (p/o)
4189	1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 22, 29, 33, 35, 36, 37, 38, 39, 40, 41, 44, 47, 49, 50, 51, 52, 53, 54, 140
4190	1, 6, 7, 10, 11, 12, 13, 14, 15, 17, 25, 40, 41, 42, 44, 45, 46, 51, 108, 131, 132, 133, 134, 135, 136, 137, 138, 141, 147, 148, 149
4191	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 13, 16, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 106
4192	1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 21, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 39, 40, 41, 44, 45, 46, 47, 117, 118, 119, 122, 123, 124, 125, 142, 143
4193	1, 3, 5, 7, 9, 10, 12, 17, 21, 22, 23, 25, 27, 29, 31, 39, 132, 133, 134, 136, 137, 138
4194	1, 6, 8, 10, 12, 14, 17, 20, 23, 24, 25, 28, 29, 30, 31, 33, 35, 37, 39, 41, 42, 110
4195	1, 6, 21, 30, 34, 35, 36, 37, 38, 40, 41, 42, 43
4197	1, 6, 23, 24, 25, 26, 27
4208	5, 7, 9, 10, 11, 13, 14, 17, 18, 19, 20, 22, 23, 24, 25, 26, 28, 29, 31, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42, 44, 45, 48, 49
4209	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 137
4210	1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34, 35, 43
4211	1, 3, 5, 6, 7, 8, 9, 11, 14, 17, 18, 19, 20, 21, 22, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 36, 37, 38, 39, 40, 41, 42, 43, 45
4212	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 20, 26, 28, 30, 31, 32, 33, 34, 35, 37, 38, 39, 40, 41, 42, 43, 44
4213	1, 7, 8, 9, 12, 13, 14, 16
4214	1, 6, 12, 20, 27, 28, 29, 30, 31, 32, 33, 34, 35

Appendix 1 - List of Blocks and Lots Included in Proposed Rezoning Area

Block	Lots
4215	1, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 34, 37, 38, 39, 40, 42, 43, 44, 45
4227	13, 14, 15, 17, 19, 20, 21, 23, 25, 26, 28, 29, 30
4228	9, 13, 17, 24, 25
4229	12, 13, 14, 16, 27, 28, 11 (p/o), 29 (p/o)
4230	8, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 7 (p/o), 24 (p/o)
4231	9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 8 (p/o), 23 (p/o)
4232	14, 17, 18, 26, 13 (p/o), 28 (p/o)
4233	21, 23, 25, 17 (p/o), 19 (p/o)
4234	12, 17

(p/o) = partial

Appendix 2A

Detailed RWCDs Tables

Table 1: Projected Development Site Summary (cont'd)

Site	Site Info			Existing Conditions						Future Without-Action Conditions															
	Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Commercial SF+	Auto Rel., Storage & Other SF++	Office (SF)	Total SF	Total DU's	Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/Warehousing SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Height	
42	a	3972	56	2,605	R5	C2-3	0	2,166	0	2,166	0	Auto Repair (1)	0	0	0	0	2,166	0	0	0	0	2,706	0	2	25
	b	3972	57	5,000	R5	C2-3	0	540	0	540	0	Auto Repair (1)													
43	a	3973	22	5,000	M1-1		0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	16,160	16,160	0	54	15	
	b	3973	24	21,800	M1-1		0	0	0	16,160	0	Medical Office (1)													
44	a	3973	50	5,000	R5		0	0	0	0	0	Residential (3)	6,250	0	0	0	2,500	0	0	0	8,750	6	0	45	
	b	3973	52	2,500	R5		0	2,500	0	2,500	0	Auto Repair (1)													
45	a	3973	53	5,000	R5		0	0	0	2,156	2	Residential (2)	2,156	0	0	0	0	0	0	0	2,156	2	0	35	
	b	3973	55	2,500	R5		0	0	0	0	0	Parking Facilities													
46	a	3974	1	20,000	R5		0	0	0	79,254	22		362,500	20,000	0	0	0	0	0	0	382,500	361	357	25	
	b	3975	1	55,000	R5	C1-3	0	0	0	79,254	20	Residential (2)													
47	a	3977	17	2,000	M1-1		0	880	0	880	0	Auto Repair (1)	770	0	0	0	2,880	0	0	0	0	3,650	0	0	25
	b	3977	18	2,000	M1-1		0	2,000	0	2,770	1	Auto Repair (1)/ Residential (1)													
	c	3977	19	2,000	M1-1		0	0	0	0	0	Vacant													
	d	3977	20	2,000	M1-1		0	0	0	0	0	Vacant													
	e	3977	21	2,000	M1-1		0	0	0	0	0	Vacant													
48	a	3978	14	5,000	M1-1		0	0	0	0	0	Junk Yard	0	0	0	0	0	0	0	0	0	0	0	0	
	b	3978	15	5,000	M1-1		0	0	0	0	0	Junk Yard													
49	a	3982	11	5,000	R5		0	0	0	3,960	2	Residential (2)	5,560	0	0	0	0	0	0	0	5,560	4	0	25	
	b	3982	13	2,500	R5		0	0	0	1,600	2	Residential (2)													
50	a	3983	13	5,000	R5	C2-3	0	1,000	0	1,000	0	Auto Repair (1)	0	0	0	0	6,380	0	0	0	6,380	0	0	15	
	b	3983	15	5,000	R5	C2-3	0	5,380	0	5,380	0	Auto Repair (1)													
51	a	3984	15	5,250	R5	C2-3	0	1,313	0	1,313	0	Residential (2)	6,563	0	0	0	0	0	0	0	6,563	6	0	25	
52	a	3985	15	2,500	R5	C2-3	0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	1,600	1,600	0	3	15	
	b	3985	16	2,450	R5	C2-3	0	0	0	0	0	Parking Facilities													
	c	3985	17	2,542	R5	C2-3	0	0	0	1,600	2	House of Worship (1)													
	d	3985	18	2,750	R5	C2-3	0	0	0	0	0	Vacant													
53	a	3986	11	4,300	R5	C2-3	0	0	0	6,460	0	Light Industrial/Warehouse (1)	0	0	0	0	0	0	0	16,140	0	0	35		
	b	3986	13	2,750	R5	C2-3	0	0	0	3,680	0	Light Industrial/Warehouse (1)													
	c	3986	14	7,750	R5	C2-3	0	0	0	6,000	0	Light Industrial/Warehouse (1)													
54	a	3989	9	2,500	M1-1		0	0	0	1,900	2	Residential (2)	7,300	850	0	0	980	0	0	0	9,130	6	6	35	
	b	3989	10	2,250	M1-1		850	0	0	6,250	5	Retail (1)/Residential (2)													
	c	3989	12	4,500	M1-1		0	980	0	980	0	Auto Repair (1)													
	d	3989	14	2,250	M1-1		0	0	0	0	0	Auto Repair (1)													
	e	3989	16	4,000	M1-1		0	0	0	0	0	Junk Yard													
55	a	3991	8	33,000	M1-1		0	8,540	0	8,540	0	Auto Related (Towing)	0	0	0	0	8,540	0	0	0	8,540	0	28	15	
56	a	3992	15	3,585	R5	C2-3	0	0	0	0	0	Auto Related (Towing)	0	0	0	0	1,800	0	0	0	1,800	0	0	15	
	b	3992	17	1,800	R5	C2-3	0	0	0	0	0	Auto Related (Towing)													
	c	3992	18	3,600	R5	C2-3	0	280	0	280	0	Auto Related (Towing) (1)													
	d	3992	20	3,600	R5	C2-3	0	1,520	0	1,520	0	Auto Related (Towing) (1)													
57	a	3994	28	5,000	R5	C1-3	0	0	0	0	0	Vacant	0	0	0	0	0	0	0	0	0	0	0		
58	a	3996	34	2,500	R5	C2-3	0	0	0	1,080	2	Residential (1)	10,455	0	0	0	0	0	1,125	0	11,580	10	0	25	
	b	3996	35	2,500	R5	C2-3	0	1,125	0	1,125	0	Storage (1)													
	c	3996	36	2,500	R5	C2-3	0	0	0	0	0	Residential (2)													
	d	3996	37	3,275	R5	C2-3	0	0	0	0	0	Residential (2)													
	e	3996	39	1,725	R5	C2-3	0	0	0	0	0	Residential (2)													
59	a	3998	30	5,000	R5	C2-3	0	0	0	0	0	Residential (2)	9,375	10,000	0	0	0	0	0	0	21,375	9	7	25	
	b	3998	32	2,500	R5	C2-3	0	2,000	0	2,000	0	Garage (1)													
	c	3998	33	10,000	R5	C2-3	10,000	0	0	10,000	0	Retail (1)													
	d	3998	37	2,500	R5	C2-3	0	0	0	0	0	Residential (2)													

Table 1: Projected Development Site Summary (cont'd)

Site	Site Info			Existing Conditions							Future Without-Action Conditions															
	Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Commercial SF+	Auto Rel., Storage & Other SF++	Office (SF)	Total SF	Total DU's		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/Warehousing SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Height	
60	a	4003	35	5,000	R5	C1-3	0	1,000	0	1,000	0	Auto Repair (1)	0	0	0	0	1,000	0	0	0	0	1,000	0	3	15	
61	a	4005	16	2,500	R5		0	0	0	0	0	Residential (3)	6,250	0	0	0	0	0	0	0	0	6,250	6	0	35	
61	b	4005	17	2,500	R5		0	0	0	0	0	Residential (3)														
62	a	4006	11	5,000	R5		0	2,378	0	2,378	0	Truck/ Auto Parking	0	0	0	0	6,590	0	0	0	0	6,590	0	0	15	
62	b	4006	13	12,000	R5		0	3,092	0	3,092	0	Truck/ Auto Parking														
62	c	4006	19	3,000	R5		0	1,120	0	1,120	0	Truck/ Auto Parking														
63	a	4010	17	5,000	R6	C1-3	3,000	0	0	3,000	0	Retail (1)	0	10,500	0	0	0	0	0	0	0	10,500	0	0	15	
63	b	4010	19	11,325	R5	C1-3	7,500	0	0	7,500	0	Retail (1)														
64	a	4017	15	4,180	R5	C2-3	0	0	0	4,180	0	Residential (2)	13,451	0	0	0	0	0	0	0	0	13,451	13	0	25	
64	b	4017	19	6,581	R5	C2-3	0	0	0	5,385	0	Residential (2)														
65	a	4139	25	4,302	M1-1		0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	0	0	0	0	0	0	
65	b	4139	29	7,060	M1-1		0	0	0	0	0	Parking Facilities														
66	a	4142	1	79,700	M1-1		0	0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	0	0	0	0	0	0	
66	b	4142	32	81,175	M1-1		0	0	0	0	0	Light Industrial/Distribution (1)	0	0	0	0	0	0	0	81,175	0	81,175	0	81	15	
67	a	4143	1	196,286	M1-1		1,312	0	20,457	182,284	0	Supermarket (1) / Retail (1) / Gym (1) / Drive-Thru Retail (3)	0	71,584	30,000	0	0	0	0	0	0	101,584	0	326	25	
68	a	4149	50	18,005	C8-1		0	10,000	0	10,000	0	Auto Repair (1)	0	0	0	0	10,000	0	0	0	0	10,000	0	33	15	
69	a	4153	34	14,950	M1-1		0	3,300	0	3,300	0	Gas Station (1)	0	3,300	0	3,000	0	0	0	0	0	6,300	0	5	15	
69	b	4153	40	5,025	M1-1		3,000	0	0	3,000	0	Restaurant (1)														
70	a	4153	76	3,750	R5	C2-3	0	0	0	0	0	Residential (3)	10,938	0	0	0	0	0	0	0	0	10,938	9	0	35	
70	b	4153	78	2,000	R5	C2-3	0	0	0	0	0	Residential (3)														
70	c	4153	79	3,000	R5	C2-3	0	1,800	0	1,800	0	Residential (3)														
71	a	4153	82	5,000	R5	C2-3	0	1,250	0	1,250	0	Residential (3)	6,250	0	0	0	0	0	0	0	0	6,250	6	0	35	
72	a	4154	28	8,375	M1-1		0	1,200	1,200	0	0	Warehouse/Storage (1)	0	0	0	0	0	0	31,000	0	0	31,000	0	16	15	
72	b	4154	35	7,325	M1-1		1,250	0	0	1,250	0	Warehouse/Storage (1)														
72	c	4154	45	22,347	M1-1		0	7,980	0	7,980	0	Warehouse/Storage (1)														
73	a	4154	99	2,500	R5	C2-3	0	0	0	3,024	4	Residential (2)	3,024	0	0	0	0	1,800	0	0	0	4,824	3	0	25	
73	b	4154	100	5,000	R5	C2-3	0	1,800	1,800	0	0	Commercial Office														
74	a	4194	17	7,003	R5		0	6,000	0	6,000	0	Auto Repair (1)	0	0	0	0	6,000	0	0	0	0	6,000	0	0	15	
75	a	4195	6	11,391	R5	C2-2	0	1,584	1,584	0	0	Truck Storage Yard/ Office (1)	0	0	0	0	0	1,800	0	0	0	1,800	0	0	15	
76	a	4195	21	2,963	R5	C2-2	0	0	0	0	0	Truck Storage Yard	0	0	0	0	0	0	0	9,196	0	9,196	0	0	15	
76	b	4195	30	9,196	R5	C2-2	0	0	0	9,196	0	Manufacturing (1)														
77	a	4214	12	13,500	R5	C2-2	0	0	0	0	0	Residential (3)	24,999	0	0	0	0	0	0	0	0	24,999	24	0	35	
77	b	4214	20	6,500	R5	C2-2	0	0	0	0	0	Residential (3)														
78	a	4228	13	7,200	R5	C2-3	0	0	0	7,200	0	Manufacturing (1)	0	0	0	0	0	0	0	18,000	0	18,000	0	0	15	
78	b	4228	17	10,800	R5	C2-3	0	0	0	10,800	0	Manufacturing (1)														
79	a	4232	18	13,867	R5	C2-2	0	0	0	0	0	Residential (3)	19,853	0	0	0	0	0	0	0	2,520	22,373	19	0	35	
79	b	4232	17	3,587	R5	C2-2	0	0	0	5,040	0	House of Worship (2)														
80	a	3989	1	5,000	M1-1		0	2,280	2,280	0	0	Commercial & Office (1)	0	0	0	0	0	4,008	0	0	0	4,008	0	0	15	
80	b	3989	34	4,250	M1-1		0	1,728	1,728	0	0	Commercial & Office (1)														
80	c	3989	36	4,250	M1-1		0	0	0	0	0	Open Air Storage														
81	a	4210	1	2,000	R5	C2-3	0	0	0	0	0	Vacant	0	0	0	0	0	0	0	0	9,600	9,600	0	19	15	
81	b	4210	35	16,000	R5	C2-3	0	0	0	9,600	0	C.F. House of Worship (1)														
81	c	4210	34	2,000	R5	C2-3	0	0	0	0	0	Vacant														
81	d	4210	43	2,000	R5	C2-3	0	0	0	0	0	Vacant														
Totals:				1,582,211			122,345	167,955	44,617	914,339	98		566,224	239,316	30,000	5,650	128,365	97,551	75,992	73,170	125,886	156,972	1,502,180	550	1,304	

Source: DCP, 2015.

+ Excludes auto-related, storage, office, and other (non-categorizable) uses

++ Auto-related, storage, and other (non-categorizable) uses

Table 1: Projected Development Site Summary (cont'd)

Site	Site Info			Future With-Action Conditions															
	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Office Total SF	Industrial SF	C Fac SF	Total SF	Total DU's	Affordable DU's	Total Parking	Bldg Height	
01	a	1437	46	23,333	C4-5D		Retail (1) / House of Worship (1) / Residential (10)	133,934	31,033	0	0	0	0	31,033	196,000	133	67	85	125
	b	1437	58	11,667															
02	a	1544	21	40,966	C4-4L		Retail/Restaurant(1)/Residential (8)	172,017	31,842	0	10,000	0	0	0	213,859	172	86	43	95
	b	1544	42	5,525															
03	a	3660	1	1,720	C4-4L		Retail/Restaurant(1)/Residential (8)	77,700	10,000	0	8,900	0	0	0	96,600	77	39	20	95
	b	3660	2	9,280															
	c	3660	29	10,000															
04	a	3661	1	10,000	C4-4L		Retail (1)/Residential (6)	37,000	9,000	0	0	0	0	0	46,000	37	19	6	75
05	a	3662	48	1,875	C4-4L		Retail (1) / Residential (8)	27,750	6,750	0	0	0	0	0	34,500	27	14	4	95
	b	3662	49	5,625															
06	a	3669	13	10,000	C4-4L		Retail (1) / Residential (8)	37,000	9,000	0	0	0	0	0	46,000	36	18	9	95
	b	3669	17	5,000															
	c	3669	20	5,000															
07	a	3669	22	15,000	C4-4L		Retail/Restaurant(1)/Residential (8)	39,700	3,150	0	3,150	0	0	0	46,000	39	20	10	95
	b	3669	26	0															
08	a	3670	9	8,140	C4-4L		Retail (1) / C.F. Medical (1) / Residential (7)	71,816	0	0	0	0	0	11,628	83,444	71	36	30	95
	b	3670	31	5,000															
	c	3670	33	5,000															
09	a	3670	13	2,750	C4-4L		Retail (1) / Residential (8)	61,650	10,000	0	0	0	0	0	71,650	61	31	16	95
	b	3670	14	2,750															
	c	3670	15	5,250															
	d	3670	29	2,500															
	e	3670	30	2,500															
10	a	3670	16	2,750	C4-4L		Retail (2) / Residential (7)	52,500	16,875	0	0	0	0	0	69,375	52	26	13	95
	b	3670	17	2,750															
	c	3670	18	13,250															
11	a	3673	14	2,513	R6A	C2-4	Retail (1) / Residential (7)	20,285	6,762	0	0	0	0	0	27,046	20	10	12	85
	b	3673	15	2,500															
	c	3673	16	2,500															
12	a	3675	10	1,666	R7A	C2-4	Retail (1) / Residential (9)	37,661	9,161	0	0	0	0	0	46,822	37	19	19	105
	a	3675	11	8,513															
13	a	3687	12	37,379	C4-4D		Commercial Office and Retail (4) (2 BLDGS)	0	34,260	0	0	50,000	0	0	84,260	0	0	104	75
14	a	3688	11	2,900	C4-4D		Retail/Supermarket (1) / C.F. Medical (1) /Residential (12)	142,705	12,118	10,000	0	0	0	22,118	186,940	142	71	72	145
	b	3688	18	21,675															
15	a	3688	33	7,500	R6A		Light Industrial (1) /Residential (7)	20,250	0	0	0	0	6,750	0	27,000	20	10	5	85
16	a	3691	11	4,500	R8A	C2-4	Retail (1)/Residential (13)	44,613	4,059	0	0	0	0	0	48,672	44	22	13	145
	b	3691	13	2,260															
17	a	3691	24	10,000	R6A		Retail (1)/Residential (7)	27,000	9,000	0	0	0	0	0	36,000	27	14	7	85
18	a	3703	1	2,048	R7A		Residential (10)	45,999	0	0	0	0	0	0	45,999	45	23	12	105
	b	3703	4	1,932															
	c	3703	37	1,520															
	d	3703	38	1,500															
	e	3703	39	1,500															
	f	3703	40	1,500															
19	a	3703	15	1,890	R7A		Residential (10)	42,550	0	0	0	0	0	0	42,550	42	21	11	105
	b	3703	16	2,260															
	c	3703	17	2,100															
	d	3703	18	3,000															
20	a	3933	55	10,000	R6A	C2-4	Retail (1)/Residential (7)	27,000	9,000	0	0	0	0	0	36,000	27	14	16	85
21	a	3939	26	2,551	R6A	C2-4	Retail (1)/Residential (7)	32,181	7,962	0	0	0	0	0	40,143	32	16	16	85
	b	3939	27	8,600															
22	a	3942	1	2,500	R6A	C2-4	Retail (1)/Residential (7)	38,858	10,008	0	0	0	0	0	48,866	38	19	20	85
	b	3942	16	5,542															
	c	3942	19	2,854															
	d	3942	21	2,678															

Table 1: Projected Development Site Summary (cont'd)

Site	Site Info			Future With-Action Conditions														
	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Office Total SF	Industrial SF	C Fac SF	Total SF	Total DU's	Affordable DU's	Total Parking	Bldg Height
23	a	3946	14	7,500	R6A	C2-4	Retail (1)/Residential (7)	35,100	9,900	0	0	0	0	45,000	35	18	19	85
	b	3946	17	2,500														
	c	3946	18	2,500														
24	a	3947	1	5,100	R8A	C2-4	Retail (1) / School Pre-K/House of Worship (2) / Residential (11)	223,359	36,623	0	0	0	60,000	319,982	223	112	82	145
	b	3947	5	35,662														
	c	3947	9	3,680														
25	a	3952	42	7,670	R8A	C2-4	Retail (1)/Residential (13)	48,321	6,903	0	0	0	0	55,224	48	24	17	145
26	a	3954	45	20,790	R8A	C2-4	Retail (1) / Office (1) / Residential (12)	140,383	14,805	0	0	12,500	0	167,688	140	70	55	145
	b	3954	55	2,500														
27	a	3955	45	2,575	R8A	C2-4	Retail (1)/Residential (13)	117,368	10,697	0	0	0	0	128,065	117	59	35	145
	b	3955	46	2,835														
	c	3955	47	2,698														
	d	3955	48	1,469														
	e	3955	49	2,506														
	f	3955	52	4,246														
	g	3955	53	1,458														
28	a	3957	49	8,273	R8A	C2-4	Retail (1)/Residential (13)	84,865	9,347	0	0	0	0	94,212	84	42	26	145
	b	3957	53	4,812														
29	a	3958	20	9,812	R6A	C2-4	Retail (1)/Residential (7)	26,492	8,831	0	0	0	0	35,323	26	13	16	85
30	a	3959	18	10,140	R6A	C2-4	Retail (1)/Residential (7)	27,378	9,126	0	0	0	0	36,504	27	14	16	85
31	a	3961	1	5,000	R6B		Residential (6)	33,000	0	0	0	0	0	33,000	33	17	9	55
	b	3961	3	5,000														
	c	3961	5	2,950														
	d	3961	7	2,050														
32	a	3961	15	2,500	R8A	C2-4	Retail (1)/Residential (13)	65,472	7,039	0	0	0	0	72,511	65	33	20	145
	b	3961	16	2,571														
	c	3961	113	5,000														
33	a	3961	31	2,500	M1-4/R6A		Residential (8)	28,800	0	0	0	0	0	28,800	28	14	7	85
	b	3961	32	2,850														
	c	3961	33	2,650														
34	a	3962	30	10,000	M1-4/R6A		Light Industrial (1) / Residential (7)	40,500	0	0	0	13,500	0	54,000	40	20	10	85
	b	3962	31	2,500														
	c	3962	32	2,500														
35	a	3963	14	2,575	R8A	C2-4	Retail (1)/Residential (13)	50,729	5,704	0	0	0	0	56,433	50	25	16	145
	b	3963	15	2,613														
	c	3963	16	2,650														
36	a	3964	2	2,500	R6A		Residential (8)	18,000	0	0	0	0	0	18,000	18	9	5	85
	b	3964	3	2,500														
37	a	3964	4	10,000	M1-4/R8A		Building 1: Light Industrial (1) / Office (2); Building 2: Residential (14)	25,750	0	0	0	50,933	25,467	102,150	25	13	5	145
	b	3964	8	30,550														
	c	3964	23	2,500														
38	a	3964	24	2,500	R6A		Residential (8)	36,000	0	0	0	0	0	36,000	36	18	9	85
	b	3964	25	2,500														
	c	3964	26	2,500														
	d	3964	27	2,500														
39	a	3966	12	1,997	R8A	C2-4	Retail (1)/Residential (13)	104,077	10,209	0	0	0	0	114,286	104	52	31	145
	b	3966	13	2,156														
	c	3966	14	2,229														
	d	3966	15	2,301														
	e	3966	16	7,190														
41	a	3971	17	2,000	R8A	C2-4	Retail (1)/Residential (13)	84,277	9,077	0	0	0	0	93,354	84	42	26	145
	b	3971	19	4,106														
	c	3971	21	6,860														

Table 1: Projected Development Site Summary (cont'd)

Site	Site Info			Future With-Action Conditions																	
	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Office Total SF	Industrial SF	C Fac SF	Total SF	Total DU's	Affordable DU's	Total Parking	Bldg Height			
42	a	3972	56	2,605	R6A	C2-4	Retail (1)/Residential (7)	22,581	4,797	0	0	0	0	0	27,378	22	11	11	85		
	b	3972	57	5,000																	
43	a	3973	22	5,000	R8A	C2-4	Retail (1)/ C.F. Medical (2) / Residential (11)	120,720	20,640	0	0	0	0	51,600	192,960	120	60	72	145		
	b	3973	24	21,800																	
44	a	3973	50	5,000	R6B		Residential (6)	16,500	0	0	0	0	0	16,500	16	8	4	55			
	b	3973	52	2,500																	
45	a	3973	53	5,000	R6B		Residential (6)	16,500	0	0	0	0	0	16,500	16	8	4	55			
	b	3973	55	2,500																	
46	a	3974	1	20,000	R8A	C2-4	Retail/Supermarket (2) / Non-Profit Community Center (1) / Residential (11)	115,986	16,000	20,000	0	0	0	12,014	958,000	828	415	274	145		
	b	3975	1	55,000				R6B	Residential (6)	121,000	0	0	0	0						0	0
								R6B	Residential (6)	121,000	0	0	0	0						0	
								R6A	C2-4	Retail (1)/Residential (7)	54,000	18,000	0	0						0	0
								R8A	C2-4	Retail (2) / Non-Profit Community Center (1) / Residential (11)	98,033	36,000	0	0						0	9,967
								R6B	Residential (6)	132,000	0	0	0	0						0	
								R6B	Residential (6)	132,000	0	0	0	0						0	
								R6A	C2-4	Retail (1)/Residential (7)	54,000	18,000	0	0						0	0
47	a	3977	17	2,000	M1-4/R6A		Residential (8)	36,000	0	0	0	0	0	36,000	36	18	9	85			
	b	3977	18	2,000																	
	c	3977	19	2,000																	
	d	3977	20	2,000																	
	e	3977	21	2,000																	
48	a	3978	14	5,000	M1-4/R6A		Residential (8)	36,000	0	0	0	0	0	36,000	36	18	9	85			
	b	3978	15	5,000																	
49	a	3982	11	5,000	R6A	C2-4	Retail (1)/Residential (7)	20,925	6,075	0	0	0	0	27,000	20	10	11	85			
	b	3982	13	2,500																	
50	a	3983	13	5,000	R6A	C2-4	Retail (1)/Residential (7)	29,700	6,300	0	0	0	0	36,000	29	15	14	85			
	b	3983	15	5,000																	
51	a	3984	15	5,250	R6A	C2-4	Retail (1)/Residential (7)	16,650	2,250	0	0	0	0	18,900	16	8	6	85			
52	a	3985	15	2,500	R6A	C2-4	Retail (1)/Residential (7)	29,676	7,195	0	0	0	0	36,871	29	15	15	85			
	b	3985	16	2,450																	
	c	3985	17	2,542																	
	d	3985	18	2,750																	
53	a	3986	11	4,300	R6A	C2-4	Retail (1)/Residential (7)	41,863	11,417	0	0	0	0	53,280	41	21	22	85			
	b	3986	13	2,750																	
	c	3986	14	7,750																	
54	a	3989	9	2,500	R6A	C2-4	Retail (1)/Residential (7)	44,550	11,250	0	0	0	0	55,800	44	22	22	85			
	b	3989	10	2,250																	
	c	3989	12	4,500																	
	d	3989	14	2,250																	
	e	3989	16	4,000																	
55	a	3991	8	33,000	R6A	C2-4	Retail (1)/Residential (7)	89,100	29,700	0	0	0	0	118,800	89	45	53	85			
56	a	3992	15	3,585	R6A	C2-4	Retail (1)/Residential (7)	37,755	7,551	0	0	0	0	45,306	37	19	18	85			
	b	3992	17	1,800																	
	c	3992	18	3,600																	
	d	3992	20	3,600																	
57	a	3994	28	5,000	R7A	C2-4	Retail (1)/Residential (9)	18,500	4,500	0	0	0	0	23,000	18	9	10	105			
58	a	3996	34	2,500	R7A	C2-4	Retail (1)/Residential (9)	48,275	9,225	0	0	0	0	57,500	48	24	21	105			
	b	3996	35	2,500																	
	c	3996	36	2,500																	
	d	3996	37	3,275																	
	e	3996	39	1,725																	
59	a	3998	30	5,000	R7A	C2-4	Retail (1)/Residential (9)	78,050	13,950	0	0	0	0	92,000	78	39	34	105			
	b	3998	32	2,500																	
	c	3998	33	10,000																	
	d	3998	37	2,500																	

Table 1: Projected Development Site Summary (cont'd)

Site	Site Info			Future With-Action Conditions															
	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Retail Total SF	Supermarket (FRESH)	Restaurant SF	Office Total SF	Industrial SF	C Fac SF	Total SF	Total DU's	Affordable DU's	Total Parking	Bldg Height	
60	a	4003	35	5,000	R7A	C2-4	Retail (1)/Residential (9)	19,850	3,150	0	0	0	0	0	23,000	19	10	8	105
61	a	4005	16	2,500	R6A		Residential (8)	18,000	0	0	0	0	0	18,000	18	9	5	85	
	b	4005	17	2,500															
62	a	4006	11	5,000	R6A		Residential (8)	72,000	0	0	0	0	0	72,000	72	36	18	85	
	b	4006	13	12,000															
	c	4006	19	3,000															
63	a	4010	17	5,000	R7A	C2-4	Retail (1)/Residential (9)	63,777	11,318	0	0	0	0	75,095	63	32	27	105	
	b	4010	19	11,325															
64	a	4017	15	4,180	R7A	C2-4	Retail (1)/Residential (9)	41,431	8,069	0	0	0	0	49,500	41	21	19	105	
	b	4017	19	6,581															
65	a	4139	25	4,302	R6A		Residential (8)	40,903	0	0	0	0	0	40,903	40	20	10	85	
	b	4139	29	7,060															
66	a	4142	1	79,700	M1-4/R8A		Retail/Restaurant (2) / Light Industrial (2) / School or Community Center (1) / Residential (11)	414,437	43,134	0	10,000	0	53,134	53,134	1,030,914	720	360	144	145
	b	4142	32	81,175			School (5) / Residential (14)	306,475	17,600	0	0	0	133,000						
67	a	4143	1	196,286	M1-4/R8A		Fresh (1) / Commercial/Office (1) / C.F. Medical (1) / Residential (11)	205,104	5,000	30,000		16,072	0	36,480	1,442,784	1,054	527	241	145
							Retail/Restaurant (1) / Commercial/Office (1) / Community Center (1) / Residential (11)	247,020	37,093		10,000	33,638	44,850						
							Retail/Restaurant (1) / Commercial/Office (1) / Community Center (1) / Residential (11)	269,952	39,992		10,000	28,744	56,240						
							Community Center (1) / Residential (13)	332,235				40,365							
68	a	4149	50	18,005	R7A	C2-4	Retail (1)/Residential (9)	66,618	16,205	0	0	0	0	82,823	66	33	33	105	
69	a	4153	34	14,950	C4-4D		Retail/Restaurant (1)/Residential (13)	125,842	10,478	0	7,500	0	0	143,820	125	63	43	145	
	b	4153	40	5,025															
70	a	4153	76	3,750	R6A	C2-4	Retail (1)/Residential (7)	24,975	6,525	0	0	0	0	31,500	24	12	13	85	
	b	4153	78	2,000															
	c	4153	79	3,000															
71	a	4153	82	5,000	R6A	C2-4	Retail (1)/Residential (6)	16,000	2,000	0	0	0	0	18,000	16	8	6	75	
72	a	4154	28	8,375	C4-4D		Retail (1) / Office (1) / C.F. Medical (1) / Residential (11)	188,827	65,817	0	0	0	19,294	273,938	188	94	123	145	
	b	4154	35	7,325															
	c	4154	45	22,347															
73	a	4154	99	2,500	R6A	C2-4	Retail (1)/Residential (7)	20,925	6,075	0	0	0	0	27,000	20	10	11	85	
	b	4154	100	5,000															
74	a	4194	17	7,003	R6A	C2-4	Retail (1)/Residential (6)	21,711	3,500	0	0	0	0	25,211	21	11	10	75	
75	a	4195	6	11,391	R7A		Residential (10)	52,399	0	0	0	0	0	52,399	52	26	13	105	
76	a	4195	21	2,963	R7A		Residential (10)	55,931	0	0	0	0	0	55,931	55	28	14	105	
	b	4195	30	9,196															
77	a	4214	12	13,500	R7A		Residential (10)	92,000	0	0	0	0	0	92,000	92	46	23	105	
	b	4214	20	6,500															
78	a	4228	13	7,200	R7A	C2-4	Retail (1)/Residential (9)	66,600	16,200	0	0	0	0	82,800	66	33	33	105	
	b	4228	17	10,800															
79	a	4232	18	13,867	C4-4D		Retail/Restaurant (1)/Residential (13)	109,960	10,709	0	5,000	0	0	125,669	109	55	38	145	
	b	4232	17	3,587															
80	a	3989	1	5,000	R6A		Residential (8)	48,600	0	0	0	0	0	48,600	48	24	12	85	
	b	3989	34	4,250															
	c	3989	36	4,250															
81	a	4210	1	2,000	R7A	C2-4	Community Center/House of Worship (2) /Residential (8)	68,080	0	0	0	0	33,120	101,200	68	34	42	105	
	b	4210	35	16,000															
	c	4210	34	2,000															
	d	4210	43	2,000															
			Totals:	1,582,211				6,901,057	893,952	60,000	64,550	191,887	98,851	614,842	8,825,138	6,862	3,447	2,442	

Source: DCP, 2015.

Table 1: Projected Development Site Summary (cont'd)

Site	Site Info			Increment															
	Tax Block	Tax Lot	Lot Area (SF)	Residential SF	SF (with other commercial)	Supermarket (FRESH) SF	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/Warehousing SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Affordable DU's	Total Parking	
01	a	1437	46	23,333	133,934	3,033	0	0	0	0	0	0	(24,967)	112,000	3,033	133	67	(28)	
	b	1437	58	11,667															
02	a	1544	21	40,966	172,017	31,842	0	10,000	0	(46,491)	0	0	0	167,368	(4,649)	172	86	43	
	b	1544	42	5,525															
03	a	3660	1	1,720	77,700	10,000	0	8,900	(1,680)	(38,560)	(1,680)	0	0	54,680	(23,020)	77	39	20	
	b	3660	2	9,280															
	c	3660	29	10,000															
04	a	3661	1	10,000	37,000	9,000	0	0	(10,000)	0	0	0	0	36,000	(1,000)	37	19	6	
05	a	3662	48	1,875	27,750	6,750	0	0	(1,800)	0	0	(1,375)	0	31,325	4,950	27	14	4	
	b	3662	49	5,625															
06	a	3669	13	10,000	37,000	(964)	0	0	0	0	0	0	0	36,036	(964)	36	18	(16)	
	b	3669	17	5,000															
	c	3669	20	5,000															
07	a	3669	22	15,000	39,700	(11,010)	0	3,150	0	0	(3,148)	0	0	28,692	(11,008)	39	20	(15)	
	b	3669	26	0															
08	a	3670	9	8,140	71,816	0	0	0	0	0	0	0	1,788	73,604	0	71	36	6	
	b	3670	31	5,000															
	c	3670	33	5,000															
09	a	3670	13	2,750	58,000	3,250	0	0	(1,575)	0	(4,750)	0	0	54,410	(3,590)	58	31	(10)	
	b	3670	14	2,750															
	c	3670	15	5,250															
	d	3670	29	2,500															
	e	3670	30	2,500															
10	a	3670	16	2,750	52,500	14,227	0	0	(1,150)	0	0	0	0	65,577	13,077	52	26	6	
	b	3670	17	2,750															
	c	3670	18	13,250															
11	a	3673	14	2,513	10,894	6,762	0	0	0	0	0	0	0	17,655	6,762	11	10	3	
	b	3673	15	2,500															
	c	3673	16	2,500															
12	a	3675	10	1,666	37,661	9,161	0	0	(8,975)	0	0	0	0	37,847	186	37	19	19	
	a	3675	11	8,513															
13	a	3687	12	37,379	0	34,260	0	0	0	0	15,740	0	0	50,000	50,000	0	0	104	
14	a	3688	11	2,900	141,185	(418)	10,000	0	0	0	0	0	22,118	172,885	9,583	138	71	42	
	b	3688	18	21,675															
15	a	3688	33	7,500	20,250	0	0	0	(3,333)	0	(6,667)	0	6,750	0	17,000	(10,000)	20	10	5
16	a	3691	11	4,500	44,613	4,059	0	0	0	0	0	0	(23,138)	25,534	4,059	44	22	13	
	b	3691	13	2,260															
17	a	3691	24	10,000	27,000	9,000	0	0	0	0	0	0	0	36,000	9,000	27	14	7	
18	a	3703	1	2,048	45,999	0	0	0	0	0	0	0	0	45,999	0	45	23	12	
	b	3703	4	1,932															
	c	3703	37	1,520															
	d	3703	38	1,500															
	e	3703	39	1,500															
	f	3703	40	1,500															
19	a	3703	15	1,890	42,550	0	0	0	0	(7,554)	0	0	0	34,996	(7,554)	42	21	11	
	b	3703	16	2,260															
	c	3703	17	2,100															
	d	3703	18	3,000															
20	a	3933	55	10,000	14,500	9,000	0	0	0	0	0	0	0	23,500	9,000	15	14	16	
	a	3939	26	2,551	31,181	(3,188)	0	0	0	0	0	0	0	27,993	(3,188)	31	16	15	
b	3939	27	8,600																
22	a	3942	1	2,500	28,942	4,508	0	0	0	0	0	0	0	33,450	4,508	29	19	11	
	b	3942	16	5,542															
	c	3942	19	2,854															
	d	3942	21	2,678															

Table 1: Projected Development Site Summary (cont'd)

Site	Site Info			Increment															
	Tax Block	Tax Lot	Lot Area (SF)	Residential SF	SF (with other commercial)	Supermarket (FRESH) SF	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/Warehousing SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Affordable DU's	Total Parking	
23	a	3946	14	7,500	21,550	8,850	0	0	0	0	0	0	0	30,400	8,850	22	18	19	
	b	3946	17	2,500															
	c	3946	18	2,500															
24	a	3947	1	5,100	223,359	36,623	0	0	0	0	0	0	31,698	291,680	36,623	223	112	82	
	b	3947	5	35,662															
	c	3947	9	3,680															
25	a	3952	42	7,670	48,321	(8,097)	0	0	0	0	0	0	0	40,224	(8,097)	48	24	17	
26	a	3954	45	20,790	139,086	14,805	0	0	0	(12,500)	12,500	0	0	153,891	14,805	139	70	25	
	b	3954	55	2,500															
27	a	3955	45	2,575	111,526	4,461	0	0	(900)	0	(6,236)	0	0	108,851	(2,675)	113	59	35	
	b	3955	46	2,835															
	c	3955	47	2,698															
	d	3955	48	1,469															
	e	3955	49	2,506															
	f	3955	52	4,246															
	g	3955	53	1,458															
28	a	3957	49	8,273	84,865	5,447	0	0	(3,576)	0	(900)	(920)	0	84,916	51	84	42	26	
	b	3957	53	4,812															
29	a	3958	20	9,812	26,492	8,831	0	0	0	0	0	0	(9,812)	25,511	8,831	26	13	(4)	
30	a	3959	18	10,140	27,378	9,126	0	0	(10,098)	0	0	0	0	26,406	(972)	27	14	16	
31	a	3961	1	5,000	33,000	0	0	0	(10,000)	0	0	(2,116)	0	20,884	(12,116)	33	17	9	
	b	3961	3	5,000															
	c	3961	5	2,950															
	d	3961	7	2,050															
32	a	3961	15	2,500	63,272	5,939	0	0	(2,717)	0	0	0	0	66,494	3,222	63	33	20	
	b	3961	16	2,571															
	c	3961	113	5,000															
33	a	3961	31	2,500	26,712	0	0	0	0	0	(4,970)	0	0	21,742	(4,970)	26	14	7	
	b	3961	32	2,850															
	c	3961	33	2,650															
34	a	3962	30	10,000	38,145	(3,189)	0	0	0	0	(3,189)	(2,000)	13,500	43,267	(8,378)	38	20	5	
	b	3962	31	2,500															
	c	3962	32	2,500															
35	a	3963	14	2,575	49,409	5,704	0	(2,650)	0	0	0	0	0	52,463	3,054	49	25	16	
	b	3963	15	2,613															
	c	3963	16	2,650															
36	a	3964	2	2,500	18,000	0	0	0	(2,500)	0	0	(2,500)	0	13,000	(5,000)	18	9	5	
	b	3964	3	2,500															
37	a	3964	4	10,000	25,750	0	0	0	0	0	50,933	(25,467)	25,467	0	76,683	25,467	25	13	(35)
	b	3964	8	30,550															
	c	3964	23	2,500															
38	a	3964	24	2,500	35,100	0	0	0	0	0	0	(3,072)	0	32,028	(3,072)	36	18	9	
	b	3964	25	2,500															
	c	3964	26	2,500															
	d	3964	27	2,500															
39	a	3966	12	1,997	101,077	8,309	0	0	(11,099)	0	0	0	0	98,287	(2,790)	101	52	31	
	b	3966	13	2,156															
	c	3966	14	2,229															
	d	3966	15	2,301															
	e	3966	16	7,190															
41	a	3971	17	2,000	84,277	9,077	0	0	(10,126)	0	0	0	0	83,228	(1,049)	84	42	26	
	b	3971	19	4,106															
	c	3971	21	6,860															

Table 1: Projected Development Site Summary (cont'd)

Site	Site Info			Increment															
	Tax Block	Tax Lot	Lot Area (SF)	Residential SF	SF (with other commercial)	Supermarket (FRESH) SF	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/Warehousing SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Affordable DU's	Total Parking	
42	a	3972	56	2,605	22,581	4,797	0	0	(2,166)	0	0	0	0	24,672	2,091	22	11	9	
	b	3972	57	5,000															
43	a	3973	22	5,000	120,720	20,640	0	0	0	0	0	0	35,440	176,800	20,640	120	60	18	
	b	3973	24	21,800															
44	a	3973	50	5,000	10,250	0	0	0	(2,500)	0	0	0	0	7,750	(2,500)	10	8	4	
	b	3973	52	2,500															
45	a	3973	53	5,000	14,344	0	0	0	0	0	0	0	0	14,344	0	14	8	4	
	b	3973	55	2,500															
46	a	3974	1	20,000	465,520	68,000	20,000	0	0	0	0	0	21,981	575,500	88,000	467	415	(83)	
	b	3975	1	55,000															
47	a	3977	17	2,000	35,230	0	0	0	(2,880)	0	0	0	0	32,350	(2,880)	36	18	9	
	b	3977	18	2,000															
	c	3977	19	2,000															
	d	3977	20	2,000															
	e	3977	21	2,000															
48	a	3978	14	5,000	36,000	0	0	0	0	0	0	0	0	36,000	0	36	18	9	
	b	3978	15	5,000															
49	a	3982	11	5,000	15,365	6,075	0	0	0	0	0	0	0	21,440	6,075	16	10	11	
	b	3982	13	2,500															
50	a	3983	13	5,000	29,700	6,300	0	0	(6,380)	0	0	0	0	29,620	(80)	29	15	14	
	b	3983	15	5,000															
51	a	3984	15	5,250	10,087	2,250	0	0	0	0	0	0	0	12,337	2,250	10	8	6	
52	a	3985	15	2,500	29,676	7,195	0	0	0	0	0	0	(1,600)	35,271	7,195	29	15	12	
	b	3985	16	2,450															
	c	3985	17	2,542															
	d	3985	18	2,750															
53	a	3986	11	4,300	41,863	11,417	0	0	0	0	0	(16,140)	0	37,140	11,417	41	21	22	
	b	3986	13	2,750															
	c	3986	14	7,750															
54	a	3989	9	2,500	37,250	10,400	0	0	(980)	0	0	0	0	46,670	9,420	38	22	16	
	b	3989	10	2,250															
	c	3989	12	4,500															
	d	3989	14	2,250															
	e	3989	16	4,000															
55	a	3991	8	33,000	89,100	29,700	0	0	(8,540)	0	0	0	0	110,260	21,160	89	45	25	
56	a	3992	15	3,585	37,755	7,551	0	0	(1,800)	0	0	0	0	43,506	5,751	37	19	18	
	b	3992	17	1,800															
	c	3992	18	3,600															
	d	3992	20	3,600															
57	a	3994	28	5,000	18,500	4,500	0	0	0	0	0	0	0	23,000	4,500	18	9	10	
58	a	3996	34	2,500	37,820	9,225	0	0	0	0	0	(1,125)	0	45,920	8,100	38	24	21	
	b	3996	35	2,500															
	c	3996	36	2,500															
	d	3996	37	3,275															
	e	3996	39	1,725															
59	a	3998	30	5,000	68,675	3,950	0	0	0	0	0	0	0	70,625	1,950	69	39	27	
	b	3998	32	2,500															
	c	3998	33	10,000															
	d	3998	37	2,500															

Table 1: Projected Development Site Summary (cont'd)

Site	Site Info			Increment															
	Tax Block	Tax Lot	Lot Area (SF)	Residential SF	SF (with other commercial)	Supermarket (FRESH) SF	Restaurant SF	Auto-Related SF	Hotel SF	Office Total SF	Storage/Warehousing SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Affordable DU's	Total Parking	
60	a	4003	35	5,000	19,850	3,150	0	0	(1,000)	0	0	0	0	0	22,000	2,150	19	10	5
61	a	4005	16	2,500	11,750	0	0	0	0	0	0	0	0	0	11,750	0	12	9	5
	b	4005	17	2,500															
62	a	4006	11	5,000	72,000	0	0	0	(6,590)	0	0	0	0	0	65,410	(6,590)	72	36	18
	b	4006	13	12,000															
	c	4006	19	3,000															
63	a	4010	17	5,000	63,777	818	0	0	0	0	0	0	0	64,595	818	63	32	27	
	b	4010	19	11,325															
64	a	4017	15	4,180	27,980	8,069	0	0	0	0	0	0	0	36,049	8,069	28	21	19	
	b	4017	19	6,581															
65	a	4139	25	4,302	40,903	0	0	0	0	0	0	0	0	40,903	0	40	20	10	
	b	4139	29	7,060															
66	a	4142	1	79,700	720,912	60,734	0	10,000	0	0	0	(28,041)	186,134	949,739	70,734	720	360	63	
	b	4142	32	81,175															
67	a	4143	1	196,286	1,054,311	10,501	0	20,000	0	0	78,454	0	0	177,935	1,341,200	108,954	1,054	527	(85)
68	a	4149	50	18,005	66,618	16,205	0	0	(10,000)	0	0	0	0	72,823	6,205	66	33	0	
69	a	4153	34	14,950	125,842	7,178	0	4,500	0	0	0	0	0	137,520	11,678	125	63	38	
	b	4153	40	5,025															
70	a	4153	76	3,750	14,037	6,525	0	0	0	0	0	0	0	20,562	6,525	15	12	13	
	b	4153	78	2,000															
	c	4153	79	3,000															
71	a	4153	82	5,000	9,750	2,000	0	0	0	0	0	0	0	11,750	2,000	10	8	6	
72	a	4154	28	8,375	188,827	65,817	0	0	0	0	(31,000)	0	19,294	242,938	34,817	188	94	107	
	b	4154	35	7,325															
	c	4154	45	22,347															
73	a	4154	99	2,500	17,901	6,075	0	0	0	0	(1,800)	0	0	22,176	4,275	17	10	11	
	b	4154	100	5,000															
74	a	4194	17	7,003	21,711	3,500	0	0	(6,000)	0	0	0	0	19,211	(2,500)	21	11	10	
75	a	4195	6	11,391	52,399	0	0	0	0	(1,800)	0	0	0	50,599	(1,800)	52	26	13	
76	a	4195	21	2,963	55,931	0	0	0	0	0	0	(9,196)	0	46,735	0	55	28	14	
	b	4195	30	9,196															
77	a	4214	12	13,500	67,001	0	0	0	0	0	0	0	0	67,001	0	68	46	23	
	b	4214	20	6,500															
78	a	4228	13	7,200	66,600	16,200	0	0	0	0	0	(18,000)	0	64,800	16,200	66	33	33	
	b	4228	17	10,800															
79	a	4232	18	13,867	90,107	10,709	0	5,000	0	0	0	0	(2,520)	103,295	15,709	90	55	38	
	b	4232	17	3,587															
80	a	3989	1	5,000	48,600	0	0	0	0	0	(4,008)	0	0	44,592	(4,008)	48	24	12	
	b	3989	34	4,250															
	c	3989	36	4,250															
81	a	4210	1	2,000	68,080	0	0	0	0	0	0	0	23,520	91,600	0	68	34	23	
	b	4210	35	16,000															
	c	4210	34	2,000															
	d	4210	43	2,000															
Totals:				1,582,211	6,334,833	654,636	30,000	58,900	(128,365)	(97,551)	115,895	(73,170)	(27,035)	457,870	7,322,957	557,290	6,312	3,447	1,138

Source: DCP, 2015.

Table 2: Potential Development Site Summary

Site	Site Information			Existing Conditions						Future Without-Action Conditions																
	Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Comm SF+	Auto Ref. Storage & Other SF++	Office (SF)	Total SF	Total DU's	Residential SF	Comm SF	Supermarket	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Blgd Height	
A1	a	1437	21	12,500	M1-2		0	4,641	0	0	0															
	b	1437	23	5,025	M1-2		0	0	0	0	0								0	4,641	0	4,641	0	5	15	
A2	a	1450	1	2,300	M1-1		1,296	867	0	3,219	1															
	b	1450	2	2,121	M1-1		0	437	0	437	0															
	c	1450	3	1,950	M1-1		0	0	0	0	0															
	d	1450	50	1,929	M1-1		810	0	0	2,430	2					0	0				0	10,126	2	4	25	
	e	1450	51	4,298	M1-1		0	4,040	0	4,040	0															
	f	1450	53	2,997	M1-1		0	0	0	0	0															
A3	a	1437	1	14,000	M1-2		0	0	0	28,716	0											28,716	28,716	0	0	40
A4	a	1540	70	3,796	M1-1		0	1,986	0	1,986	0															
	b	1540	72	15,200	M1-1		0	16,310	0	16,310	0				1,986	0	0	0	16,310	0	0	18,296	0	0	15	
	c	1540	82	756	M1-1		0	0	0	0	0															
A5	a	1544	14	1,500	M1-1		0	0	0	1,420	2															
	b	1544	15	2,533	M1-1		0	0	0	0	1															
	a	1544	16	2,500	M1-1		0	0	0	0	0											1,420	1	1	10	
A6	a	1543	1	12,675	M1-1		9,440	0	0	9,440	0											9,440	0	31	10	
A7	a	1553	13	25,000	M1-2		0	10,000	0	10,000	0															
	b	1553	18	0	M1-2		0	0	0	15,000	0						10,000					15,000	0	48	10	
A8	a	1554	1	15,000	M1-2		0	29,548	0	29,548	0						29,548					29,548	0	15	10	
A9	a	1574	23	17,533	M1-2		0	20,000	0	20,000	0															
	b	1574	32	7,866	M1-2		0	12,085	0	12,085	0						32,085					32,085	0	0	10	
A10	a	3671	41	2,800	C8-2		1,500	0	0	3,000	1															
	b	3671	42	2,800	C8-2		1,500	0	0	3,000	1															
	c	3671	43	7,718	C8-2		5,050	2,525	0	7,575	0							2,525				13,575	2	8	30	
A11	a	3672	43	6,847	C8-2		0	11,088	0	11,088	0															
	b	3672	46	2,023	C8-2		0	1,952	0	1,952	0				1,952							11,088	0	0	20	
A12	a	3673	20	2,500	R5	C2-3	0	2,500	0	2,500	0				2,500											
	a	3673	21	2,500	R5	C2-3	0	2,100	0	2,100	0											2,100	0	0	10	
A13	a	3673	36	2,729	C8-2		990	0	0	3,000	2															
	b	3673	37	2,300	C8-2		911	0	0	2,760	2															
	c	3673	38	2,300	C8-2		911	0	0	2,760	0															
	d	3673	39	2,942	C8-2		1,700	0	0	2,950	1															
A14	a	3674	38	2,725	R5	C2-2	1,450	2,175	900	4,525	0															
	b	3674	39	2,740	R5	C2-2	0	1,600	0	1,600	0					900	900	2,875			2,298	9,412	0	14	30	
	c	3674	40	2,740	R5	C2-2	0	0	0	3,287	0															
A15	a	3675	1	5,000	M1-4		0	1,680	0	1,680	0						5,000					5,000	0	0	10	
A16	a	3675	25	5,000	M1-4		0	0	0	0	0						5,000					5,000	0	0	10	
A17	a	3686	9	5,000	M1-1		0	5,000	0	5,000	0						5,000					5,000	0	3	10	
A18	a	3687	5	2,500	C8-2		1,875	0	625	2,500	0															
	b	3687	6	2,750	C8-2		1,188	0	0	3,600	1					3,625										
	c	3687	7	2,750	C8-2		0	0	3,000	3,000	0															
A19	a	3973	46	10,000	R5		0	10,000	0	10,000	0						10,000					10,000	0	0	10	
A20	a	3688	9	5,000	C8-2		0	0	0	2,000	2															
A21	a	3689	25	2,500	C8-2		0	0	0	1,305	2															
	b	3689	26	5,000	C8-2		0	5,000	0	5,000	0				5,000								6,305	1	0	20
A22	a	3689	12	10,460	C8-2		10,460	0	0	10,460	0															
	b	3689	19	1,600	C8-2		0	0	0	0	0															
	c	3689	20	1,600	C8-2		0	0	0	0	0															
	d	3689	21	1,600	C8-2		0	0	0	0	0															
	e	3689	22	1,600	C8-2		0	0	0	0	0															
	f	3689	23	1,600	C8-2		0	0	0	0	0															
	g	3689	24	2,500	C8-2		0	0	0	0	0															
	a	3690	11	2,533	C8-2		0	0	875	1,750	1															
A23	b	3690	12	2,529	C8-2		0	2,500	0	2,500	0															
	c	3690	13	2,529	C8-2		0	2,500	0	2,500	0															
	d	3690	14	2,519	C8-2		1,325	0	0	3,925	2															
A24	e	3690	15	2,513	C8-2		0	0	0	0	0															
	a	3703	7	2,000	M1-1		0	2,000	0	2,000	0															
	b	3703	8	2,000	M1-1		0	2,000	0	2,000	0															
c	3703	9	2,000	M1-1		0	2,000	0	2,000	0																

Table 2: Potential Development Site Summary (cont'd)

Site	Site Information			Existing Conditions							Future Without-Action Conditions																
	Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Comm'l SF+	Auto Rel. Storage & Other SF++	Office (SF)	Total SF	Total DU's		Residential SF	Comm'l SF	Supermarket	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Height	
A25	a	3703	35	2,500	R5		594	0	594	0	Retail (2)																
	b	3703	36	2,500	R5		1,700	700	1,700	4,100	0	Retail & Office (2)	0	2,294	0	0	0	1,700	0	700	0	0	0	4,694	0	2	25
	a	3707	7	32,019	R5			27,988	0	27,988	0	Warehouse/Storage (1)															
A26	b	3707	15	2,475	M1-1		1,357	0	2,594	1	Retail (1) / Residential (1)	3,039	1,357	0	0	0	27,988	0	0	0	0	0	32,384	2	0	25	
	c	3707	16	2,500	M1-1		0	0	1,802	2	Residential (2)																
	a	3720	21	5,000	R5	C2-3	3,319	0	3,319	0	Retail (1)	0	3,319	0	0	0	0	0	0	0	0	0	3,319	0	8	45	
A28	a	3722	28	20,000	R6	C1-3	10,150	0	10,150	0	Supermarket (1)	0	0	10,150	0	0	0	0	0	0	0	0	10,150	0	25	15	
	a	3742	16	2,500	R6	C2-3	0	0	0	0	Retail (1) / Residential (1)																
	b	3742	18	2,500	R6	C2-3	0	0	0	1	Retail (1) / Residential (1)	3,575	6,075	0	0	0	2,500	0	0	0	0	2,500	14,650	3	27	25	
A29	c	3742	20	5,000	R6	C2-3	0	2,500	5,000	0	Commercial & Office (2)																
	a	3935	43	2,077	R5	C2-3	1,602	0	4,806	4	Retail (1) / Residential (2)																
	b	3935	44	6,061	R5	C2-3	5,405	600	6,005	0	Retail (1)	3,204	7,007	0	0	0	0	600	0	0	0	0	10,811	3	23	35	
A30	c	3935	142	831	R5	C2-3	0	0	0	0	Parking Facilities																
	a	3950	17	1,720	R5	C2-3	1,720	0	1,720	0	Retail (1)																
	b	3950	18	2,295	R5	C2-3	2,250	0	2,250	0	Retail (1)	0	8,500	0	0	0	0	0	0	0	0	0	8,500	0	0	15	
A31	c	3950	19	2,423	R5	C2-3	2,250	0	2,250	0	Retail (1)																
	d	3950	20	2,280	R5	C2-3	2,280	0	2,280	0	Retail (1)																
	a	3951	42	19,919	M1-1		0	87,260	0	87,260	0	Self-Storage (4)	0	0	0	0	0	87,260	0	0	0	0	87,260	0	0	45	
A32	a	3952	20	2,500	R5	C2-3	0	591	0	591	0	Residential (2)															
	b	3952	21	2,594	R5	C2-3	0	0	1,438	4,412	2	Office (1) / Residential (2)	8,872	0	0	0	0	1,438	0	0	0	0	10,310	7	0	35	
	c	3952	22	2,168	R5	C2-3	0	0	0	0	Residential (2)																
A33	a	3953	45	15,650	M1-1		0	52,640	0	52,640	0	Self-Storage (4)	0	0	0	0	0	52,640	0	0	0	0	52,640	0	3	45	
	a	3955	20	2,580	R5	C2-3	0	0	2,548	0	Residential (1)																
	b	3955	21	2,735	R5	C2-3	0	0	0	0	Residential (2)																
A34	c	3955	22	2,209	R5	C2-3	718	0	5,011	5	Retail (1)/Residential (3)	12,462	718	0	0	0	0	0	0	0	0	748	13,928	10	1	45	
	d	3955	23	2,360	R5	C2-3	0	0	0	0	Residential (2)																
	a	3956	23	3,137	C8-2		0	3,075	0	3,075	0	Auto Repair (1)	0	0	0	0	3,075	200	0	0	3,125	0	6,400	0	0	15	
A35	b	3956	24	3,175	C8-2		0	200	3,325	0	Manufacturing (1)																
	a	3961	26	2,500	M1-1		0	5,000	5,000	0	Funeral Home (1)	0	0	0	0	5,000	0	0	0	5,000	0	0	10,000	0	0	25	
	b	3961	27	5,000	M1-1		0	5,000	5,000	0	Auto Repair (1)																
A36	a	3961	29	2,500	M1-1		0	0	1,716	2	Residential (2)	3,900	0	0	0	0	0	0	0	0	0	0	3,900	3	0	25	
	b	3961	30	2,500	M1-1		0	0	2,184	2	Residential (2)																
	a	3963	3	5,000	C8-2		0	3,037	4,287	1	Retail (1)/Residential (1)	1,250	0	0	0	0	0	0	3,037	0	0	0	4,287	1	10	25	
A37	a	3965	3	2,500	R5		0	0	864	2	Residential (2)	2,282	0	0	0	0	0	0	0	0	0	0	2,282	1	1	25	
	b	3965	4	2,500	R5		0	0	1,418	1	Residential (2)																
	a	3965	6	2,500	R5		0	0	2,908	2	Residential (2)	4,136	0	0	0	0	0	0	0	0	0	0	4,136	3	3	25	
A38	b	3965	7	3,750	R5		0	0	1,228	2	Residential (2)																
	a	3965	32	2,192	R5		0	0	2,403	2	Residential (3)	2,403	0	0	0	0	0	0	0	0	0	3,100	0	5,503	2	2	35
	b	3965	33	3,108	R5		0	0	3,100	0	Manufacturing (1)																
A39	a	3967	19	1,467	C8-2		0	0	1,905	2	Residential (2)																
	b	3967	20	1,512	C8-2		636	0	1,272	1	Retail (1) / Residential (1)																
	c	3967	21	1,520	C8-2		630	0	1,260	1	Retail (1) / Residential (1)	3,171	1,266	0	0	0	500	8,560	500	0	0	6,460	20,457	1	2	35	
A40	d	3967	22	1,670	C8-2		0	2,400	2,400	0	Storage (2)																
	e	3967	24	1,460	C8-2		0	1,160	1,160	0	Storage (1)																
	f	3967	25	9,000	R5		0	5,500	500	12,460	0	Storage (2)/ C.F. House of Worship (1)															
A41	a	3971	39	2,617	R5		0	0	1,085	2	Residential (2)	7,598	0	0	0	0	0	0	0	0	0	0	7,598	7	7	25	
	b	3971	40	2,610	R5		0	0	0	0	Residential (2)																
	c	3971	41	2,600	R5		0	463	0	463	0	Residential (2)															
A42	a	3971	44	2,600	R5	C2-3	0	0	1,400	2	Residential (2)	3,200	0	0	0	0	0	0	0	0	0	0	3,200	2	2	25	
	b	3971	45	2,575	R5	C2-3	0	0	1,800	3	Residential (2)																
	a	3971	53	2,500	R5	C2-3	0	0	1,000	1	Residential (2)	1,000	0	0	0	0	0	0	0	0	0	0	1,000	1	1	25	
A43	b	3971	54	2,500	R5	C2-3	0	0	0	0	Vacant Land																
	a	3972	20	5,366	M1-1		2,806	0	6,849	4	Residential/Commercial (2)	4,043	3,806	0	0	0	7,833	0	7,833	7,833	0	31,349	4	56	35		
	b	3972	22	8,253	M1-1		1,000	7,833	7,833	24,500	0	Retail (1) / Office/Gym/Manufacturing (2)															
A44	a	3976	31	10,500	M1-1		0	32,700	0	32,700	0	Furniture Outlet Store (3)	0	15,227	0	0	0	1,000	61,910	0	0	0	78,137	0	0	35	
	b	3976	35	15,138	M1-1		15,227	29,210	1,000	45,437	0	Furniture Outlet Store (3)															
	a	3980	14	2,575	M1-1		0	0	2,350	0	Manufacturing (1)																
A45	b	3980	15	5,000	M1-1		0	4,125	280	4,405	0	Commercial & Office (1)	625	2,500	0	0	0	280	4,125	0	0	4,750	0	12,280	0	15	25
	c	3980	17	2,500	M1-1		0	0	2,400	0	Manufacturing (1)																
	d	3980	19	2,500	M1-1																						

Table 2: Potential Development Site Summary (cont'd)

Site	Site Information			Existing Conditions						Future Without-Action Conditions															
	Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Comm'l SF+	Auto Rel. Storage & Other SF++	Office (SF)	Total SF	Total DU's	Residential SF	Comm'l SF	Supermarket	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Bldg Height
A50	a	3982	17	2,500	R5		0	0	1,540	2	Residential (2)														
	b	3982	18	5,000	R5		1,300	575	0	4,825	3	4,490	1,300	0	0	0	0	575	0	0	0	6,365	3	2	35
A51	a	3989	20	10,500	M1-1		0	0	0	0	Manufacturing (1)														
	b	3989	24	2,000	M1-1		0	0	0	0	Open Air Truck/Construction Storage														
	c	3989	25	5,000	M1-1		0	0	0	0	Open Air Truck/Construction Storage														
A52	a	3995	29	5,000	R5		0	0	4,960	3	Residential (3)														
	b	3995	31	2,500	R5		0	0	3,750	3	Residential (3)														
	c	3995	32	2,500	R5		0	0	3,940	3	Residential (3)														
	d	3995	129	2,000	R5		0	0	3,360	2	Residential (2)														
A53	a	4004	19	2,500	R5		0	0	0	0	Residential (2)														
	b	4004	20	2,500	R5		0	0	0	0	Residential (2)														
A54	a	4018	15	1,240	R5	C2-3	930	0	1,860	1	Retail (1) / Residential (1)														
	b	4018	16	1,240	R5	C2-3	930	0	1,860	1	Retail (1) / Residential (1)														
	c	4018	17	1,240	R5	C2-3	930	0	1,860	1	Retail (1) / Residential (1)														
	d	4018	18	1,240	R5	C2-3	930	0	1,860	1	Retail (1) / Residential (1)														
	e	4018	19	2,025	R5	C2-3	0	0	0	0	Parking Facilities														
	f	4018	118	1,240	R5	C2-3	1,050	0	2,100	1	Laundromat (1) / Residential (1)														
A55	a	4024	18	9,000	R5	C1-3	3,000	0	9,000	0	Retail/C.F. Day Care/House of Worship (1)														
A56	a	4126	1	11,350	R5	C2-3	14,500	0	14,500	0	0	7,250	0	7,250	0	0	0	0	0	0	6,000	9,000	0	0	25
A58	a	4154	92	1,083	R5	C2-3	0	0	1,282	1	Residential (1)														
	b	4154	93	2,500	R5	C2-3	0	0	0	0	Residential (1)														
	c	4154	94	4,000	R5	C2-3	1,700	0	3,400	2	Retail (1) / Residential (1)														
	d	4154	95	6,000	R5	C2-3	0	6,000	0	6,000	0	Storage (1)													
A59	a	3689	1	36,050	M1-1		10,000	26,050	36,050	0	Commercial & Office/Industrial Supply (1)														
A60	a	4162	2	4,745	C8-1		0	1,560	1,560	0	Auto Repair (1)														
	b	4162	10	1,116	C8-1		0	0	1,944	3	Residential (2)														
A61	a	4211	43	4,000	R5	C1-3	0	0	0	0	Parking Facilities														
	b	4211	45	2,000	R5	C1-3	0	0	0	0	Parking Facilities														
A62	a	3962	9	20,114	C8-2		3,018	0	3,018	0	Drive-Thru Restaurant (1)														
A63	a	3958	49	20,653	C8-2		4,332	0	4,332	0	Drive-Thru Restaurant (1)														
A64	a	4137	44	27,519	M1-1		3,300	0	3,300	0	Drive-Thru Restaurant (1)														
A65	a	3705	16	17,648	M1-1		0	17,648	15,648	33,296	0	Office (1) / Gym (1)													
A66	a	3670	25	5,000	C8-2		0	0	2,043	3	Residential (2)														
	b	3670	27	2,500	C8-2		0	2,625	0	2,625	0	Warehouse/Storage (1)													
A67	a	3672	48	1,966	C8-2		0	1,960	2,960	1	Office (1) / Residential (2)														
	b	3672	49	1,943	C8-2		0	1,940	2,920	1	Office (1) / Residential (2)														
	c	3672	50	1,853	C8-2		0	1,850	2,810	1	Office (1) / Residential (2)														
	d	3672	51	1,895	C8-2		1,890	0	3,276	2	Retail (1) / Residential (1)														
A68	a	3686	15	2,517	M1-1		0	3,625	0	5,875	2	Retail (1) / Residential (2)													
	b	3686	16	2,517	M1-1		0	2,290	0	2,290	0	Auto Repair (1)													
	c	3686	17	6,150	M1-1		2,760	0	7,080	4	Retail (1) / Residential (2)														
A69	a	3686	19	4,136	C8-2		3,200	0	9,600	4	Retail (1) / Residential (2)														
	b	3686	21	4,056	C8-2		0	12,168	12,168	0	Commercial & Office (3)														
A70	a	3687	112	19,931	C8-2		0	4,505	4,505	0	Commercial & Office (1)														
A71	a	3689	11	9,361	C8-2		0	9,361	0	9,361	0	Warehouse/Storage (1)													
A72	a	3691	14	1,902	C8-2		0	1,890	0	3,990	0	Storage (1) & Residential (2)													
	b	3691	15	2,626	C8-2		2,610	0	6,090	0	Commercial (1) & Residential (2)														
	c	3691	16	4,400	C8-2		0	1,268	0	1,268	0	Storage (1)													
	d	3691	18	1,600	C8-2		0	0	0	0	Parking Facilities														
A73	a	3721	1	47,600	C8-2		0	0	0	0	Self-Storage (2)														
A74	a	3936	42	14,732	R5	C2-3	9,000	0	9,000	0	Supermarket (1)														
A75	a	3949	1	15,000	C8-2		9,800	5,105	14,905	0	Warehouse/Distribution (1)														
A76	a	3959	52	11,061	C8-2		0	1,845	0	1,845	0	Gas Station (1)													
A77	a	3959	54	11,164	C8-2		1,500	1,667	3,167	0	Drive-Thru Restaurant (1)														
A78	a	3960	21	9,471	R5	C2-3	9,471	0	9,471	0	Retail (1)														
A79	a	3960	58	22,049	C8-2		0	0	0	0	Drive-Thru Restaurant (1)														

Table 2: Potential Development Site Summary (cont'd)

Site	Site Information			Existing Conditions							Future Without-Action Conditions															
	Tax Block	Tax Lot	Lot Area (SF)	Existing Zoning	Existing Overlay	Comm'l SF+	Auto Rel. Storage & Other SF++	Office (SF)	Total SF	Total DU's	Use	Residential SF	Comm'l SF	Supermarket	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total DU's	Total Parking	Blg Height
A80	a	3962	1	2,500	C8-2		0	0	0	0	Parking Facilities	0	0	0	0	0	0	0	0	0	4,000	0	4,000	0	0	15
	b	3962	2	5,000	C8-2		0	0	4,000	0	Manufacturing (1)															
A81	a	3963	8	15,100	C8-2		0	3,120	0	3,120	Auto Repair (1)	0	0	0	0	3,120	0	0	0	0	0	0	3,120	0	0	15
A82	a	3963	18	5,000	C8-2		0	5,000	0	5,000	Warehouse/Storage (1)	0	0	0	0	0	5,000	0	0	0	0	5,000	0	0	15	
A83	a	3963	26	7,458	M1-1		0	0	11,176	0	House of Worship (2)	0	0	0	0	0	0	0	0	0	0	11,176	11,176	0	37	25
	a	3964	1	1,250	M1-1		0	0	0	0	Parking Facilities															
A84	b	3964	33	2,500	M1-1		0	0	1,160	0	Residential (2)	1,160	298	0	0	1,052	0	0	0	0	5,519	0	8,029	1	5	25
	c	3964	34	2,500	M1-1		0	500	2,619	0	Manufacturing (2)															
	d	3964	35	3,750	M1-1		298	0	552	4,250	Manufacturing (2)															
A85	a	3965	1	15,000	R5		0	10,000	0	10,000	Warehouse/Distribution (1)	0	0	0	0	0	10,000	0	0	0	0	10,000	0	0	15	
A86	a	3965	11	18,111	C8-2		0	1,597	0	1,597	Gas Station (1)	0	0	0	0	1,597	0	0	0	0	0	1,597	0	0	15	
A87	a	3967	13	3,848	C8-2		0	0	12,126	12,126	Office (4)	0	0	0	0	0	14,501	0	0	4,157	0	18,658	0	0	45	
	b	3967	15	6,455	C8-2		0	4,157	2,375	6,532	Commercial & Office (1)															
A88	a	3971	10	2,500	R5		0	0	0	1,632	Residential (2)	2,009	0	0	0	0	0	0	0	0	377	2,386	1	2	25	
	b	3971	11	5,000	R5		0	0	1,508	0	House of Worship (1) / Residential (1)															
A89	a	3971	24	2,588	C8-2		0	500	0	500	Auto Repair (1)															
	b	3971	25	2,698	C8-2		1,655	0	0	2,655	Retail (1) / Residential (1)	2,760	4,315	0	0	500	0	0	0	0	0	7,575	2	0	25	
	c	3971	26	3,656	C8-2		2,660	0	0	4,420	Retail (1) / Residential (1)															
A90	a	3973	57	2,500	R5		1,020	0	0	3,000	Retail (1) / Residential (2)	1,980	1,020	0	0	1,375	0	0	0	0	0	4,375	1	1	35	
	b	3973	58	5,000	R5		0	1,375	0	1,375	Auto Repair (1)															
A91	a	3979	11	2,500	M1-1		600	0	0	4,592	Retail (1) / Residential (2)															
	b	3979	12	2,500	M1-1		0	0	0	2	Parking Facilities	7,094	1,116	0	0	798	0	0	0	0	0	9,008	6	0	35	
	c	3979	13	4,500	M1-1		516	798	0	4,416	Retail/Auto Repair (1) / Residential (1)															
A92	a	3987	17	7,504	R5	C2-3	0	5,010	0	6,900	Wholesale/Storage (1) / Residential (1)	1,890	0	0	0	0	5,010	0	0	0	0	6,900	1	1	35	
A93	a	4005	19	2,600	R5		0	0	0	0	Residential (2)															
	b	4005	20	2,400	R5		0	0	0	2	Residential (2)	6,250	0	0	0	0	5,000	0	0	0	0	11,250	6	6	25	
	c	4005	21	5,000	R5		0	5,000	0	5,000	Warehouse/Storage (1)															
A94	a	4017	22	5,700	R5	C2-3	400	0	0	2,160	Retail (1) / Residential (1)	1,760	400	0	0	0	0	0	0	0	0	2,160	1	1	25	
	b	4017	25	2,488	R5	C2-3	0	0	0	0	Parking Facilities															
A95	a	4128	66	6,070	R5	C2-3	3,500	0	0	3,500	Retail (1)	0	3,500	0	0	0	0	0	0	0	0	3,500	0	9	15	
A96	a	4137	39	15,000	M1-1		0	15,000	4,950	19,950	Auto Repair (1)	0	0	0	15,000	4,950	0	1,250	0	0	0	21,200	0	24	20	
	b	4137	43	3,750	M1-1		0	1,250	0	1,250	Auto Repair (1)															
A97	a	4137	56	10,385	M1-1		0	10,385	0	10,385	Auto Repair (1)	0	0	0	20,885	0	0	0	0	0	0	20,885	0	40	15	
	b	4137	63	12,500	M1-1		0	10,500	0	10,500	Auto Repair (1)															
A98	a	4140	27	1,552	M1-1		0	0	0	1,224	Residential (2)	1,224	0	0	0	4,360	0	0	0	0	0	5,584	1	0	25	
	b	4140	28	4,360	M1-1		0	4,360	0	4,360	Auto Repair (1)															
A99	a	4141	1	5,850	M1-1		0	5,341	0	5,341	Parking Facilities	0	0	0	0	0	26,197	0	0	0	0	26,197	0	38	25	
	b	4141	4	19,230	M1-1		0	20,856	0	20,856	Parking Facilities															
A100	a	4141	27	11,250	M1-1		0	0	11,250	14,250	Commercial & Office / Manufacturing (1)	0	0	0	0	11,250	0	0	0	3,000	0	14,250	0	63	25	
	b	4141	30	11,250	M1-1		0	0	0	0	Parking Facilities															
	a	4141	33	4,083	M1-1		0	0	0	0	Parking Facilities															
A101	b	4141	35	7,990	M1-1		0	7,050	0	7,050	Parking Facilities/Storage	0	0	0	0	0	12,790	0	0	0	0	12,790	0	0	15	
	c	4141	39	6,700	M1-1		0	5,740	0	5,740	Parking Facilities/Storage															
A102	a	4156	1	10,000	R5	C2-3	0	4,500	0	4,500	Auto Repair (1)	0	0	0	0	11,410	0	0	0	0	0	11,410	0	15	15	
	b	4156	45	9,050	R5	C2-3	0	6,480	0	6,480	Auto Repair (1)															
	c	4156	50	950	R5	C2-3	0	430	0	430	Auto Repair (1)															
A103	a	4162	18	12,600	C8-1		9,656	0	0	9,656	Retail (1)															
	b	4162	22	7,771	C8-1		7,750	0	0	7,750	Retail (1)	0	17,406	0	0	0	0	0	0	0	0	17,406	0	20	15	
	c	4162	29	6,000	C8-1		0	0	0	0	Parking Facilities															
A104	a	4167	22	5,509	C8-1		0	6,800	0	6,800	Auto Repair (1)															
	b	4167	24	2,867	C8-1		0	2,767	1,365	4,132	Auto Repair (1)	0	0	0	0	20,957	1,365	0	0	0	0	22,322	0	15	25	
	c	4167	25	11,390	C8-1		0	11,390	0	11,390	Auto Repair (1)															
A105	a	4214	1	20,000	R5	C2-2	0	0	60,180	60,180	Commercial & Office (1)	0	0	0	0	0	60,330	0	0	0	0	60,330	0	101	45	
	b	4214	6	11,000	R5	C2-2	0	0	150	150	Parking Facilities															
A106	a	3988	28	10,000	R5		0	10,000	0	10,000	Parking Facilities/Storage															
	b	3988	34	2,500	R5		0	0	0	3,315	Residential (2)	10,815	0	0	0	0	0	10,000	0	0	0	20,815	10	42	25	
	c	3988	35	6,000	R5		0	200	0	200	Residential (2)															

Source: DCP, 2015.

+ Excludes auto-related, storage, office, and other (non-categorizable) uses

++ Auto-related, storage, and other (non-categorizable) uses

Table 2: Potential Development Site Summary (cont'd)

Site	Site Information			Future With-Action Conditions															
	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay	Residential SF	Comm SF	Supermarket (FRESH)	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Affordable DU's	Total Parking	Bldg Height		
A1	a	1437	21	C4-5D		Retail (1) / Residential (11)	84,658	13,482	0	0	0	0	98,140	84	42	54	125		
	b	1437	23															5,025	
A2	a	1450	1	R7A	C2-4	Retail (1) / C.F. (1) / Residential (8)	46,001	10,836	0	0	0	0	14,900	71,737	46	23	23	105	
	b	1450	2																2,121
	c	1450	3																1,950
	d	1450	50																1,929
	e	1450	51																4,298
	f	1450	53																2,997
A3	a	1437	1	C4-5D		Retail (1) / C.F. (1) / Residential (10)	51,800	11,200	0	0	0	0	15,400	78,400	51	26	39	125	
A4	a	1540	70	C4-4L		Retail (1)/Residential (8)	77,773	10,000	0	3,086	0	0	0	90,859	77	39	19	95	
	b	1540	72																15,200
	c	1540	82																756
A5	a	1544	14	R6A		Residential (8)	23,519	0	0	0	0	0	23,519	23	12	6	85		
	b	1544	15															2,533	
	b	1544	16															2,500	
A6	a	1543	1	R7D	C2-4	Supermarket (1) / C.F. (1) / Residential (10)	58,305	0	10,140	0	0	0	12,675	81,120	58	29	15	125	
A7	a	1553	13	M1-4/R7D		Light Industrial (1) / Residential (11)	119,300	0	0	0	20,700	0	140,000	119	60	0	125		
	b	1553	18															0	
A8	a	1554	1	M1-4/R7D	C2-4	Light Industrial (1) / C.F. (1) / Residential (11)	57,000	0	0	0	12,000	15,000	84,000	57	29	0	125		
A9	a	1574	23	C4-5D		Retail (1) / Residential (11)	122,805	9,714	0	9,714	0	0	142,233	122	61	50	125		
	b	1574	32															7,866	
A10	a	3671	41	C4-4D		Retail (2) / Residential (12)	71,917	11,986	0	11,986	0	0	95,889	71	36	38	145		
	b	3671	42															2,800	
	c	3671	43															7,718	
A11	a	3672	43	C4-4D		Retail (1) / Residential (13)	55,881	7,983	0	0	0	0	63,864	55	28	19	145		
	b	3672	46															2,023	
A12	a	3673	20	R6A	C2-4	Retail (1) / Residential (7)	13,950	4,050	0	0	0	0	18,000	13	7	7	85		
	a	3673	21															2,500	
A13	a	3673	36	C4-4D		Retail (2) / Residential (12)	57,301	8,325	0	8,325	0	0	73,951	57	29	48	145		
	b	3673	37															2,300	
	c	3673	38															2,300	
	d	3673	39															2,942	
A14	a	3674	38	R8A	C2-4	Retail (1) / Residential (13)	52,141	6,935	0	0	0	0	59,076	52	26	17	145		
	b	3674	39															2,740	
	c	3674	40															2,740	
A15	a	3675	1	R7A	C2-4	Retail (1) / Residential (9)	18,500	4,500	0	0	0	0	23,000	18	9	10	105		
A16	a	3675	25	R7A	C2-4	Retail (1) / Residential (9)	18,500	4,500	0	0	0	0	23,000	18	9	10	105		
A17	a	3686	9	C4-4D		Retail (1) / Residential (13)	32,400	3,600	0	0	0	0	36,000	32	16	10	145		
A18	a	3687	5	C4-4D		Retail (1) / Residential (13)	51,750	5,850	0	0	0	0	57,600	51	26	16	145		
	b	3687	6															2,750	
	c	3687	7															2,750	
A19	a	3973	46	R6B		Residential (6)	22,000	0	0	0	0	0	22,000	22	11	6	55		
A20	a	3688	9	R6B		Residential (6)	11,000	0	0	0	0	0	11,000	11	6	3	55		
A21	a	3689	25	R6A		Residential (8)	27,000	0	0	0	0	0	27,000	27	14	7	85		
	b	3689	26															5,000	
A22	a	3689	12	C4-4D		Retail (1) / Residential (13)	133,938	8,487	0	8,487	0	0	150,912	133	67	44	145		
	b	3689	19															1,600	
	c	3689	20															1,600	
	d	3689	21															1,600	
	e	3689	22															1,600	
	f	3689	23															1,600	
	g	3689	24															2,500	
A23	a	3690	11	C4-4D		Retail (1) / Residential (13)	81,325	9,561	0	0	0	0	90,886	81	41	26	145		
	b	3690	12															2,529	
	c	3690	13															2,529	
	d	3690	14															2,519	
	e	3690	15															2,513	
A24	a	3703	7	R7A		Residential (10)	27,600	0	0	0	0	0	27,600	27	14	7	105		
	b	3703	8															2,000	
	c	3703	9															2,000	

Table 2: Potential Development Site Summary (cont'd)

Site	Site Information			Future With-Action Conditions														
	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay	Residential SF	Comm SF	Supermarket (FRESH)	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Afford-able DU's	Total Parking	Bldg Height	
A25	a	3703	35	R7A	C2-4	Residential (10)	23,000	0	0	0	0	0	23,000	23	12	6	105	
	b	3703	36															2,500
A26	a	3707	7	M1-4/R6A		Residential (8)	133,178	0	0	0	0	0	133,178	133	67	0	85	
	b	3707	15															2,475
	c	3707	16															2,500
A27	a	3720	21	R7A	C2-4	Retail (1)/Residential (9)	18,500	4,500	0	0	0	0	23,000	18	9	10	105	
A28	a	3722	28	R7A	C2-4	Supermarket (1) / Residential (9)	92,000	0	18,000	0	0	0	110,000	92	46	23	105	
A29	a	3742	16	R7A	C2-4	Retail (1)/Residential (9)	38,350	7,650	0	0	0	0	46,000	38	19	18	105	
	b	3742	18															2,500
	c	3742	20															5,000
A30	a	3935	43	R6A	C2-4	Retail (1)/Residential (7)	25,529	6,758	0	0	0	0	32,287	25	13	13	85	
	b	3935	44															6,061
	c	3935	142															831
A31	a	3950	17	R6A	C2-4	Retail (1)/Residential (7)	24,868	6,517	0	0	0	0	31,385	24	12	13	85	
	b	3950	18															2,295
	c	3950	19															2,423
	d	3950	20															2,280
A32	a	3951	42	R8A	C2-4	Retail (1)/Residential (13)	125,489	8,964	0	8,964	0	0	143,416	125	63	43	145	
A33	a	3952	20	R6A	C2-4	Retail (1)/Residential (7)	21,119	5,204	0	0	0	0	26,323	21	11	10	85	
	b	3952	21															2,594
	c	3952	22															2,168
A34	a	3953	45	R8A	C2-4	Retail (1) / Office (1) / Residential (12)	84,510	9,085	0	5,000	14,085	0	112,680	84	42	45	145	
A35	a	3955	20	R6A	C2-4	Retail (1)/Residential (7)	28,510	7,071	0	0	0	0	35,581	28	14	14	85	
	b	3955	21															2,735
	c	3955	22															2,209
	d	3955	23															2,360
A36	a	3956	23	R8A	C2-4	Retail (1)/Residential (13)	40,677	4,768	0	0	0	0	45,445	40	20	13	145	
	b	3956	24															3,175
A37	a	3961	26	M1-4/R6A		Light Industrial (1) / Residential (7)	21,150	0	0	0	5,850	0	27,000	21	11	0	145	
	b	3961	27															5,000
A38	a	3961	29	M1-4/R6A		Retail (1)/Residential (7)	14,400	3,600	0	0	0	0	18,000	14	7	0	85	
	b	3961	30															2,500
A39	a	3963	3	R6B		Residential (5)	11,000	0	0	0	0	0	11,000	11	6	3	55	
A40	a	3965	3	R6B		Residential (5)	11,000	0	0	0	0	0	11,000	11	6	3	55	
	b	3965	4															2,500
A41	a	3965	6	R6B		Residential (5)	13,750	0	0	0	0	0	13,750	13	7	3	55	
	b	3965	7															3,750
A42	a	3965	32	R6A	C2-4	Retail (1)/Residential (7)	15,264	3,816	0	0	0	0	19,080	15	8	8	85	
	b	3965	33															3,108
A43	a	3967	19	R8A/R6B	C2-4	Retail (1)/ C.F. (2) / Residential (11)	55,804	4,893	0	0	0	12,232	72,929	55	28	16	145	
	b	3967	20															1,512
	c	3967	21															1,520
	d	3967	22															1,670
	e	3967	24															1,460
	f	3967	25															9,000
A44	a	3971	39	R6B		Residential (5)	17,219	0	0	0	0	0	17,219	17	9	4	55	
	b	3971	40															2,610
	c	3971	41															2,600
A45	a	3971	44	R6B		Residential (5)	11,385	0	0	0	0	0	11,385	11	6	3	55	
	b	3971	45															2,575
A46	a	3971	53	R6A	C2-4	Retail (1)/Residential (7)	13,950	4,050	0	0	0	0	18,000	13	7	3	85	
	b	3971	54															2,500
A47	a	3972	20	R8A	C2-4	Retail (1)/Residential (13)	87,327	10,730	0	0	0	0	98,057	87	44	28	145	
	b	3972	22															8,253
A48	a	3976	31	C4-4D		Retail/Restaurant (1) / Office (2) / Residential (11)	112,807	13,010	0	7,500	51,276	0	184,593	112	56	95	145	
	b	3976	35															15,138
A49	a	3980	14	M1-4/R6A		Retail (1)/Residential (7)	36,216	9,054	0	0	0	0	45,270	36	18	0	85	
	b	3980	15															5,000
	c	3980	17															2,500
	d	3980	19															2,500

Table 2: Potential Development Site Summary (cont'd)

Site	Site Information			Future With-Action Conditions															
	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay		Residential SF	Comm SF	Supermarket (FRESH)	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Affordable DU's	Total Parking	Bldg Height	
A50	a	3982	17	R6A	C2-4	Retail (1)/Residential (7)	20,700	6,300	0	0	0	0	0	27,000	20	10	11	85	
	b	3982	18																5,000
A51	a	3989	20	R6A		Residential (8)	63,000	0	0	0	0	0	0	63,000	63	32	16	85	
	b	3989	24																2,000
	c	3989	25																5,000
A52	a	3995	29	R7A	C2-4	Retail (1)/Residential (9)	45,660	9,540	0	0	0	0	0	55,200	45	23	21	105	
	b	3995	31																2,500
	c	3995	32																2,500
	d	3995	129																2,000
A53	a	4004	19	R6A		Residential (8)	18,000	0	0	0	0	0	18,000	18	9	5	85		
	b	4004	20															2,500	
A54	a	4018	15	R7A	C2-4	Retail (1)/Residential (9)	31,953	5,882	0	0	0	0	0	37,835	31	16	14	105	
	b	4018	16																1,240
	c	4018	17																1,240
	d	4018	18																1,240
	e	4018	19																2,025
	f	4018	118																1,240
A55	a	4024	18	R7A	C2-4	Retail (1)/Residential (9)	33,300	8,100	0	0	0	0	41,400	33	17	16	105		
A56	a	4126	1	R6A	C2-4	Retail (1)/Residential (7)	30,645	10,215	0	0	0	0	40,860	30	15	18	85		
A58	a	4154	92	R6A	C2-4	Retail (1)/Residential (7)	38,759	10,139	0	0	0	0	0	48,898	38	19	20	85	
	b	4154	93																2,500
	c	4154	94																4,000
	d	4154	95																6,000
A59	a	3689	1	M1-4/R6A		Light Industrial/Commercial (1)/Residential (7)	97,335	0	0	0	32,445	0	129,780	97	49	0	85		
A60	a	4162	2	R7A	C2-4	Retail (1)/Residential (9)	21,867	5,094	0	0	0	0	26,961	21	11	10	105		
	b	4162	10															1,116	
A61	a	4211	43	R7A	C2-4	Retail (1) / C.F. (1) / Residential (8)	18,240	4,160	0	0	0	0	5,200	27,600	18	9	9	105	
	b	4211	45																2,000
A62	a	3962	9	20,114	R8A	C2-4	Retail/Restaurant (2) /Residential (12)	141,725	28,705	0	7,500	0	0	177,930	141	71	66	145	
					R6B		Residential (5)												
A63	a	3958	49	20,653	R8A	C2-4	Retail (1)/Residential (13)	133,856	14,846	0	0	0	0	148,702	133	67	42	145	
A64	a	4137	44	27,519	C4-4D		Retail (1)/Residential (13)	173,369	24,767	0	0	0	0	198,136	173	87	60	145	
A65	a	3705	16	17,648	M1-4/R6A		Retail (1) / Residential (7)	51,249	12,283	0	0	0	0	63,532	51	26	0	85	
A66	a	3670	25	5,000	C4-4L	Retail (1)/Residential (8)	29,775	4,725	0	0	0	0	0	34,500	29	15	7	95	
	b	3670	27	2,500															
A67	a	3672	48	1,966	C4-4D	Retail (1)/Residential (13)	49,318	5,811	0	0	0	0	0	55,129	49	25	16	145	
	b	3672	49	1,943															
	c	3672	50	1,853															
	d	3672	51	1,895															
A68	a	3686	15	2,517	C4-4D	Retail (1)/Residential (13)	71,818	8,707	0	0	0	0	0	80,525	71	36	23	145	
	b	3686	16	2,517															
	c	3686	17	6,150															
A69	a	3686	19	4,136	C4-4D	Retail (1)/Residential (13)	52,522	6,459	0	0	0	0	0	58,981	52	26	17	145	
	b	3686	21	4,056															
A70	a	3687	112	19,931	C4-4D		Retail (1)/Residential (13)	125,565	17,938	0	0	0	0	143,503	125	63	43	145	
A71	a	3689	11	9,361	M1-4/R6A		Residential (8)	33,700	0	0	0	0	0	33,700	33	17	0	85	
A72	a	3691	14	1,902	R8A	C2-4	Retail (1)/Residential (13)	42,103	3,697	0	0	0	0	45,800	40	21	6	145	
	b	3691	15	2,626	R8A	C2-4	Retail (1)/Residential (13)												
	c	3691	16	4,400	R6B		Residential (5)												
	d	3691	18	1,600	R6B		Residential (5)												
A73	a	3721	1	47,600	C4-4D	C2-4	Commercial Retail (4) / C.F. (2) / Residential (8)	157,508	64,736	0	0	64,736	0	55,740	342,720	157	79	217	145
A74	a	3936	42	14,732	R6A	C2-4	Supermarket (1)/Residential (7)	53,035	0	13,259	0	0	0	66,294	53	27	13	85	
A75	a	3949	1	15,000	R8A	C2-4	Retail (1)/Residential (13)	94,500	13,500	0	0	0	0	108,000	94	47	33	145	
A76	a	3959	52	11,061	R8A	C2-4	Retail/Restaurant (1)/Residential (13)	71,494	3,144	0	5,000	0	0	79,638	71	36	22	145	
A77	a	3959	54	11,164	R8A	C2-4	Retail (1)/Residential (13)	72,158	8,222	0	0	0	0	80,380	72	36	22	145	
A78	a	3960	21	9,471	R6A	C2-4	C.F. (2) /Residential (6)	17,048	17,048	0	0	0	0	34,096	17	9	21	85	
A79	a	3960	58	22,049	C4-4D		Retail (1)/Residential (13)	141,730	17,023	0	0	0	0	158,753	141	71	45	145	

Table 2: Potential Development Site Summary (cont'd)

Site	Site Information			Future With-Action Conditions														
	Tax Block	Tax Lot	Lot Area (SF)	Prop. Zoning	Prop. Overlay	Residential SF	Comm SF	Supermarket (FRESH)	Restaurant SF	Office SF	Industrial SF	C Fac SF	Total SF	Total DU's	Affordable DU's	Total Parking	Bldg Height	
A80	a	3962	1	2,500	R6B		Residential (5)	16,500	0	0	0	0	0	16,500	16	8	4	55
	b	3962	2	5,000														
A81	a	3963	8	15,100	R8A	C2-4	Retail (1)/Residential (13)	95,130	13,590	0	0	0	0	108,720	95	48	33	145
A82	a	3963	18	5,000	R6B		Residential (5)	11,000	0	0	0	0	11,000	11	6	3	55	
A83	a	3963	26	7,458	M1-4/R6A		Residential (8)	26,849	0	0	0	0	26,849	26	13	0	85	
A84	a	3964	1	1,250	M1-4/R6A		Residential (8)	36,000	0	0	0	0	0	36,000	36	18	0	85
	b	3964	33	2,500														
	c	3964	34	2,500														
	d	3964	35	3,750														
A85	a	3965	1	15,000	R6A/R6B	C2-4	Retail (1)/Residential (7)	30,000	12,600	0	0	0	42,600	30	15	21	85	
A86	a	3965	11	18,111	R8A	C2-4	Retail (1)/Residential (13)	114,099	16,300	0	0	0	130,399	114	57	39	145	
A87	a	3967	13	3,848	R8A	C2-4	Retail (1)/Residential (13)	66,217	7,965	0	0	0	0	74,182	66	33	21	145
	b	3967	15	6,455														
A88	a	3971	10	2,500	R6B		Residential (5)	16,500	0	0	0	0	16,500	16	8	4	55	
	b	3971	11	5,000														
A89	a	3971	24	2,588	R8A	C2-4	Retail (1)/Residential (13)	57,246	7,135	0	0	0	64,381	57	29	18	145	
	b	3971	25	2,698														
	c	3971	26	3,656														
A90	a	3973	57	2,500	R6A	C2-4	Retail (1)/Residential (7)	21,150	5,850	0	0	0	27,000	21	11	11	85	
	b	3973	58	5,000														
A91	a	3979	11	2,500	M1-4/R6A		Residential (8)	34,200	0	0	0	0	34,200	34	17	0	85	
	b	3979	12	2,500														
	c	3979	13	4,500														
A92	a	3987	17	7,504	R6A	C2-4	Retail (1)/Residential (7)	20,260	6,754	0	0	0	27,014	20	10	12	85	
A93	a	4005	19	2,600	R6A		Residential (8)	36,000	0	0	0	0	36,000	36	18	9	85	
	b	4005	20	2,400														
	c	4005	21	5,000														
A94	a	4017	22	5,700	R7A	C2-4	Retail (1)/Residential (9)	31,326	6,339	0	0	0	37,665	31	16	14	105	
	b	4017	25	2,488														
A95	a	4128	66	6,070	R6A	C2-4	Retail (1)/Residential (7)	17,575	4,277	0	0	0	21,852	17	9	8	85	
A96	a	4137	39	15,000	C4-4D		Retail (1)/Residential (13)	120,375	14,625	0	0	0	135,000	120	60	39	145	
	b	4137	43	3,750														
A97	a	4137	56	10,385	C4-4D		Retail (1)/Residential (13)	145,975	18,797	0	0	0	164,772	145	73	48	145	
	b	4137	63	12,500														
A98	a	4140	27	1,552	R6A		Residential (8)	21,283	0	0	0	0	21,283	21	11	5	85	
	b	4140	28	4,360														
A99	a	4141	1	5,850	M1-4/R7A		Retail (2)/Residential (8)	72,500	42,868	0	0	0	115,368	72	36	54	105	
	b	4141	4	19,230														
A100	a	4141	27	11,250	M1-4/R7A		Retail (2)/Residential (8)	66,450	37,050	0	0	0	103,500	66	33	47	105	
	b	4141	30	11,250														
A101	a	4141	33	4,083	M1-4/R7A		Retail (2)/Residential (8)	57,939	28,416	0	0	0	86,355	57	29	37	105	
	b	4141	35	7,990														
	c	4141	39	6,700														
A102	a	4156	1	10,000	R6A	C2-4	Retail (1)/Residential (7)	54,171	17,829	0	0	0	72,000	54	27	32	85	
	b	4156	45	9,050														
	c	4156	50	950														
A103	a	4162	18	12,600	R7A	C2-4	Retail (1)/Residential (9)	101,206	20,101	0	0	0	121,307	101	51	45	105	
	b	4162	22	7,771														
	c	4162	29	6,000														
A104	a	4167	22	5,509	R7A	C2-4	Retail (1)/Residential (9)	74,274	16,649	0	0	0	90,923	74	37	36	105	
	b	4167	24	2,867														
	c	4167	25	11,390														
A105	a	4214	1	20,000	C4-4D		Retail (1) / Office (2) / Residential (11)	115,400	14,400	0	0	64,800	0	194,600	114	58	105	145
	b	4214	6	11,000														
A106	a	3988	28	10,000	R6A		Residential (8)	66,600	0	0	0	0	66,600	66	33	17	85	
	b	3988	34	2,500														
	c	3988	35	6,000														

Source: DCP, 2015.

Table 2: Potential Development Site Summary (cont'd)

Site	Site Information			Increment																							
	Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comm SF	Supermarket	FRESH SF	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Affordable DU's	Total Parking							
A1	a	1437	21	12,500	84,658	13,482	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	b	1437	23	5,025																							
A2	a	1450	1	2,300	43,325	8,730	0	0	0	(4,040)	0	0	0	0	0	14,900	61,611	3,386	44	23	19	0	0	0			
	b	1450	2	2,121																							
	c	1450	3	1,950																							
	d	1450	50	1,929																							
	e	1450	51	4,298																							
	f	1450	53	2,997																							
A3	a	1437	1	14,000	51,800	11,200	0	0	0	0	0	0	0	0	0	0	(13,316)	49,684	11,200	51	26	39	0	0			
A4	a	1540	70	3,796	77,773	10,000	0	0	3,086	(1,986)	0	0	0	0	0	0	0	0	(16,310)	0	0	0	0	0	0		
	b	1540	72	15,200																							
	c	1540	82	756																							
A5	a	1544	14	1,500	22,099	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	b	1544	15	2,533																							
	b	1544	16	2,500																							
A6	a	1543	1	12,675	58,305	0	(9,440)	10,140	0	0	0	0	0	0	0	0	12,675	71,680	700	58	29	(16)	0	0			
A7	a	1553	13	25,000	119,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	b	1553	18	0																							
A8	a	1554	1	15,000	57,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	b	1574	23	17,533																							
A9	a	1574	32	7,866	122,805	9,714	0	0	9,714	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	b	1574	32	7,866																							
A10	a	3671	41	2,800	68,917	3,936	0	0	11,986	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	b	3671	42	2,800																							
	c	3671	43	7,718																							
A11	a	3672	43	6,847	55,881	7,983	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	b	3672	46	2,023																							
A12	a	3673	20	2,500	13,950	4,050	0	0	0	(2,500)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	a	3673	21	2,500																							
A13	a	3673	36	2,729	50,343	3,813	0	0	8,325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	b	3673	37	2,300																							
	c	3673	38	2,300																							
	d	3673	39	2,942																							
A14	a	3674	38	2,725	51,152	5,485	0	0	0	0	(900)	(900)	(2,875)	0	0	0	0	(2,298)	49,664	810	52	26	3	0	0	0	
	b	3674	39	2,740																							
	c	3674	40	2,740																							
A15	a	3675	1	5,000	18,500	4,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A16	a	3675	25	5,000	18,500	4,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A17	a	3686	9	5,000	32,400	3,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A18	a	3687	5	2,500	49,338	2,787	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	b	3687	6	2,750																							
	c	3687	7	2,750																							
A19	a	3973	46	10,000	22,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A20	a	3688	9	5,000	9,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
A21	a	3689	25	2,500	25,695	0	0	0	0	(5,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	b	3689	26	5,000																							
A22	a	3689	12	10,460	133,938	(1,973)	0	0	8,487	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	b	3689	19	1,600																							
	c	3689	20	1,600																							
	d	3689	21	1,600																							
	e	3689	22	1,600																							
	f	3689	23	1,600																							
	g	3689	24	2,500																							
A23	a	3690	11	2,533	77,850	8,236	0	0	0	(5,000)	(875)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	3690	12	2,529																							
	c	3690	13	2,529																							
	d	3690	14	2,519																							
	e	3690	15	2,513																							
A24	a	3703	7	2,000	27,600	0	0	0	0	(2,000)	0	(4,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	b	3703	8	2,000																							
	c	3703	9	2,000																							

Table 2: Potential Development Site Summary (cont'd)

Site	Site Information			Increment																
	Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comm SF	Supermarket	FRESH SF	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Affordable DU's	Total Parking
A25	a	3703	35	2,500	23,000	(2,294)	0	0	0	(1,700)	0	(700)	0	0	0	18,306	(4,694)	23	12	4
	b	3703	36	2,500																
A26	a	3707	7	32,019	130,139	(1,357)	0	0	0	0	(27,988)	0	0	0	0	100,794	(29,345)	131	67	0
	b	3707	15	2,475																
	c	3707	16	2,500																
A27	a	3720	21	5,000	18,500	1,181	0	0	0	0	0	0	0	0	0	19,681	1,181	18	9	2
A28	a	3722	28	20,000	92,000	0	(10,150)	18,000	0	0	0	0	0	0	0	99,850	7,850	92	46	(2)
	b	3742	16	2,500																
	c	3742	18	2,500																
A29	a	3742	16	2,500	34,775	1,575	0	0	0	(2,500)	0	0	0	0	(2,500)	31,350	(925)	35	19	(9)
	b	3742	18	2,500																
	c	3742	20	5,000																
A30	a	3935	43	2,077	22,325	(249)	0	0	0	0	0	(600)	0	0	0	21,476	(849)	22	13	(10)
	b	3935	44	6,061																
	c	3935	142	831																
A31	a	3950	17	1,720	24,868	(1,983)	0	0	0	0	0	0	0	0	0	22,885	(1,983)	24	12	13
	b	3950	18	2,295																
	c	3950	19	2,423																
	d	3950	20	2,280																
A32	a	3951	42	19,919	125,489	8,964	0	0	8,964	0	0	(87,260)	0	0	0	56,156	(69,333)	125	63	43
A33	a	3952	20	2,550	12,247	5,204	0	0	0	(1,438)	0	0	0	0	0	16,013	3,766	14	11	10
	b	3952	21	2,594																
	c	3952	22	2,168																
A34	a	3953	45	15,650	84,510	9,085	0	0	5,000	0	14,085	(52,640)	0	0	0	60,040	(24,470)	84	42	42
A35	a	3955	20	2,580	16,048	6,353	0	0	0	0	0	0	0	0	(748)	21,653	6,353	18	14	13
	b	3955	21	2,735																
	c	3955	22	2,209																
	d	3955	23	2,360																
A36	a	3956	23	3,137	40,677	4,768	0	0	(3,075)	(200)	0	0	0	(3,125)	0	39,045	1,493	40	20	13
	b	3956	24	3,175																
A37	a	3961	26	2,500	21,150	0	0	0	0	(5,000)	0	0	(5,000)	5,850	0	17,000	(10,000)	21	11	0
	b	3961	27	5,000																
A38	a	3961	29	2,500	10,500	3,600	0	0	0	0	0	0	0	0	0	14,100	3,600	11	7	0
	b	3961	30	2,500																
A39	a	3963	3	5,000	9,750	0	0	0	0	0	0	(3,037)	0	0	0	6,713	(3,037)	10	6	(7)
A40	a	3965	3	2,500	8,718	0	0	0	0	0	0	0	0	0	0	8,718	0	10	6	2
	b	3965	4	2,500																
A41	a	3965	6	2,500	9,614	0	0	0	0	0	0	0	0	0	0	9,614	0	10	7	0
	b	3965	7	3,750																
A42	a	3965	32	2,192	12,861	3,816	0	0	0	0	0	0	0	(3,100)	0	13,577	3,816	13	8	6
	b	3965	33	3,108																
A43	a	3967	19	1,467	52,633	3,627	0	0	0	(500)	(8,560)	(500)	0	0	5,772	52,472	(5,933)	54	28	14
	b	3967	20	1,512																
	c	3967	21	1,520																
	d	3967	22	1,670																
	e	3967	24	1,460																
	f	3967	25	9,000																
A44	a	3971	39	2,617	9,621	0	0	0	0	0	0	0	0	0	0	9,621	0	10	9	(3)
	b	3971	40	2,610																
	c	3971	41	2,600																
A45	a	3971	44	2,600	8,185	0	0	0	0	0	0	0	0	0	0	8,185	0	9	6	1
	b	3971	45	2,575																
A46	a	3971	53	2,500	12,950	4,050	0	0	0	0	0	0	0	0	0	17,000	0	12	7	2
	b	3971	54	2,500																
A47	a	3972	20	5,366	83,284	6,924	0	0	0	(7,833)	0	0	(7,833)	(7,833)	0	66,708	(8,743)	83	44	(28)
	b	3972	22	8,253																
A48	a	3976	31	10,500	112,807	(2,217)	0	0	7,500	0	50,276	(61,910)	0	0	0	106,456	(6,351)	112	56	95
	b	3976	35	15,138																
A49	a	3980	14	2,575	35,591	6,554	0	0	0	(280)	(4,125)	0	0	(4,750)	0	32,990	2,149	36	18	(15)
	b	3980	15	5,000																
	c	3980	17	2,500																
	d	3980	19	2,500																

Table 2: Potential Development Site Summary (cont'd)

Site	Site Information			Increment																	
	Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comm SF	Supermarket	FRESH SF	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Affordable DU's	Total Parking	
A50	a	3982	17	2,500	16,210	5,000	0	0	0	0	0	0	0	0	0	0	20,635	4,425	17	10	9
	b	3982	18	5,000																	
A51	a	3989	20	10,500	63,000	0	0	0	0	0	0	0	0	0	0	0	52,500	0	63	32	16
	b	3989	24	2,000																	
	c	3989	25	5,000																	
A52	a	3995	29	5,000	29,650	9,540	0	0	0	0	0	0	0	0	0	0	39,190	9,540	32	23	9
	b	3995	31	2,500																	
	c	3995	32	2,500																	
	d	3995	129	2,000																	
A53	a	4004	19	2,500	11,750	0	0	0	0	0	0	0	0	0	0	0	11,750	0	12	9	(1)
	b	4004	20	2,500																	
A54	a	4018	15	1,240	27,183	1,112	0	0	0	0	0	0	0	0	0	0	28,295	1,112	30	16	13
	b	4018	16	1,240																	
	c	4018	17	1,240																	
	d	4018	18	1,240																	
	e	4018	19	2,025																	
	f	4018	118	1,240																	
A55	a	4024	18	9,000	33,300	5,100	0	0	0	0	0	0	0	0	0	(6,000)	32,400	5,100	33	17	16
A56	a	4126	1	11,350	30,645	2,965	0	0	(7,250)	0	0	0	0	0	0	0	26,360	(4,285)	30	15	18
A58	a	4154	92	1,083	35,777	8,439	0	0	0	0	(6,000)	0	0	0	0	0	38,216	2,439	36	19	18
	b	4154	93	2,500																	
	c	4154	94	4,000																	
	d	4154	95	6,000																	
A59	a	3689	1	36,050	97,335	(36,050)	0	0	0	0	0	0	32,445	0	0	93,730	(36,050)	97	49	(120)	
A60	a	4162	2	4,745	19,923	5,094	0	0	0	(1,560)	0	0	0	0	0	0	23,457	3,534	20	11	10
	b	4162	10	1,116																	
A61	a	4211	43	4,000	18,240	4,160	0	0	0	0	0	0	0	0	5,200	27,600	4,160	18	9	9	
	b	4211	45	2,000																	
A62	a	3962	9	20,114	141,725	28,705	0	0	4,482	0	0	0	0	0	0	0	174,912	33,187	141	71	31
A63	a	3958	49	20,653	133,856	14,846	0	0	(4,332)	0	0	0	0	0	0	0	144,370	10,514	133	67	21
A64	a	4137	44	27,519	173,369	24,767	0	0	(3,300)	0	0	0	0	0	0	0	194,836	21,467	173	87	25
A65	a	3705	16	17,648	51,249	12,283	0	0	0	(15,648)	0	0	(17,648)	0	0	0	30,236	(21,013)	51	26	0
A66	a	3670	25	5,000	27,732	4,725	0	0	0	0	0	0	0	0	0	0	29,832	2,100	27	15	7
	b	3670	27	2,500																	
A67	a	3672	48	1,966	44,992	3,921	0	0	0	0	(5,750)	0	0	0	0	0	43,163	(1,829)	44	25	16
	b	3672	49	1,943																	
	c	3672	50	1,853																	
	d	3672	51	1,895																	
A68	a	3686	15	2,517	65,248	5,947	0	0	0	(2,290)	0	0	(3,625)	0	0	0	65,280	32	65	36	23
	b	3686	16	2,517																	
	c	3686	17	6,150																	
A69	a	3686	19	4,136	46,122	3,259	0	0	0	(12,168)	0	0	0	0	0	0	37,213	(8,909)	46	26	17
	b	3686	21	4,056																	
A70	a	3687	112	19,931	125,565	17,938	0	0	0	(4,505)	0	0	0	0	0	0	138,998	13,433	125	63	17
A71	a	3689	11	9,361	33,700	0	0	0	0	0	(9,361)	0	0	0	0	0	24,339	(9,361)	33	17	0
A72	a	3691	14	1,902	36,523	1,087	0	0	0	0	0	(3,158)	0	0	0	0	34,452	(2,071)	35	21	9
	b	3691	15	2,626																	
	c	3691	16	4,400																	
	d	3691	18	1,600																	
A73	a	3721	1	47,600	157,508	64,736	0	0	0	64,736	(95,200)	0	0	0	55,740	247,520	34,272	157	79	169	
A74	a	3936	42	14,732	53,035	0	(9,000)	13,259	0	0	0	0	0	0	0	0	57,294	4,259	53	27	13
A75	a	3949	1	15,000	94,500	3,700	0	0	0	0	(5,105)	0	0	0	0	0	93,095	(1,405)	94	47	33
A76	a	3959	52	11,061	71,494	3,144	0	0	5,000	(1,845)	0	0	0	0	0	0	77,793	6,299	71	36	22
A77	a	3959	54	11,164	72,158	6,722	0	0	0	0	(1,667)	0	0	0	0	0	77,213	5,055	72	36	22
A78	a	3960	21	9,471	17,048	7,577	0	0	0	0	0	0	0	0	0	0	24,625	7,577	17	9	21
A79	a	3960	58	22,049	141,730	17,023	0	0	(3,911)	0	0	0	0	0	0	0	154,842	13,112	141	71	20

Table 2: Potential Development Site Summary (cont'd)

Site	Site Information			Increment																	
	Tax Block	Tax Lot	Lot Area (SF)	Residential SF	Comm SF	Supermarket	FRESH SF	Restaurant SF	Auto-Related SF	Office SF	Storage SF	Garage SF	Other Comm SF	Industrial SF	C Fac SF	Total SF	Total Commercial SF	Total DU's	Affordable DU's	Total Parking	
A80	a	3962	1	2,500	16,500	0	0	0	0	0	0	0	0	0	0	0	12,500	0	16	8	4
	b	3962	2	5,000																	
A81	a	3963	8	15,100	95,130	13,590	0	0	(3,120)	0	0	0	0	0	0	0	105,600	10,470	95	48	33
A82	a	3963	18	5,000	11,000	0	0	0	0	0	(5,000)	0	0	0	0	0	6,000	(5,000)	11	6	3
A83	a	3963	26	7,458	26,849	0	0	0	0	0	0	0	0	0	(11,176)	15,673	0	26	13	(37)	
A84	a	3964	1	1,250	34,840	(298)	0	0	0	(1,052)	0	0	0	(5,519)	0	0	27,971	(1,350)	35	18	(5)
	b	3964	33	2,500																	
	c	3964	34	2,500																	
	d	3964	35	3,750																	
A85	a	3965	1	15,000	30,000	12,600	0	0	0	0	(10,000)	0	0	0	0	32,600	2,600	30	15	21	
A86	a	3965	11	18,111	114,099	16,300	0	0	0	(1,597)	0	0	0	0	0	128,802	14,703	114	57	39	
A87	a	3967	13	3,848	66,217	7,965	0	0	0	(14,501)	0	0	(4,157)	0	0	0	55,524	(10,693)	66	33	21
	b	3967	15	6,455																	
A88	a	3971	10	2,500	14,491	0	0	0	0	0	0	0	0	0	(377)	14,114	0	15	8	2	
	b	3971	11	5,000																	
A89	a	3971	24	2,588	54,486	2,820	0	0	(500)	0	0	0	0	0	0	0	56,806	2,320	55	29	18
	b	3971	25	2,698																	
	c	3971	26	3,656																	
A90	a	3973	57	2,500	19,170	4,830	0	0	(1,375)	0	0	0	0	0	0	0	22,625	3,455	20	11	10
	b	3973	58	5,000																	
A91	a	3979	11	2,500	27,106	(1,116)	0	0	(798)	0	0	0	0	0	0	0	25,192	(1,914)	28	17	0
	b	3979	12	2,500																	
	c	3979	13	4,500																	
A92	a	3987	17	7,504	18,370	6,754	0	0	0	0	(5,010)	0	0	0	0	20,114	1,744	19	10	11	
A93	a	4005	19	2,600	29,750	0	0	0	0	0	(5,000)	0	0	0	0	0	24,750	(5,000)	30	18	3
	b	4005	20	2,400																	
	c	4005	21	5,000																	
A94	a	4017	22	5,700	29,566	5,939	0	0	0	0	0	0	0	0	0	0	35,505	5,939	30	16	13
	b	4017	25	2,488																	
A95	a	4128	66	6,070	17,575	777	0	0	0	0	0	0	0	0	0	18,352	777	17	9	(1)	
A96	a	4137	39	15,000	120,375	14,625	0	0	(15,000)	(4,950)	0	(1,250)	0	0	0	0	113,800	(6,575)	120	60	15
	b	4137	43	3,750																	
A97	a	4137	56	10,385	145,975	18,797	0	0	(20,885)	0	0	0	0	0	0	0	143,887	(2,089)	145	73	8
	b	4137	63	12,500																	
A98	a	4140	27	1,552	20,059	0	0	0	(4,360)	0	0	0	0	0	0	0	15,699	(4,360)	20	11	5
	b	4140	28	4,360																	
A99	a	4141	1	5,850	72,500	42,868	0	0	0	0	(26,197)	0	0	0	0	0	89,171	16,671	72	36	16
	b	4141	4	19,230																	
A100	a	4141	27	11,250	66,450	37,050	0	0	0	(11,250)	0	0	0	(3,000)	0	0	89,250	25,800	66	33	(16)
	b	4141	30	11,250																	
A101	a	4141	33	4,083	57,939	28,416	0	0	0	0	(12,790)	0	0	0	0	0	73,565	15,626	57	29	37
	b	4141	35	7,990																	
	c	4141	39	6,700																	
A102	a	4156	1	10,000	54,171	17,829	0	0	(11,410)	0	0	0	0	0	0	0	60,590	6,419	54	27	17
	b	4156	45	9,050																	
	c	4156	50	950																	
A103	a	4162	18	12,600	101,206	2,695	0	0	0	0	0	0	0	0	0	0	103,901	2,695	101	51	25
	b	4162	22	7,771																	
	c	4162	29	6,000																	
A104	a	4167	22	5,509	74,274	16,649	0	0	(20,957)	(1,365)	0	0	0	0	0	0	68,601	(5,673)	74	37	21
	b	4167	24	2,867																	
	c	4167	25	11,390																	
A105	a	4214	1	20,000	115,400	14,400	0	0	0	4,470	0	0	0	0	0	0	134,270	18,870	114	58	4
	b	4214	6	11,000																	
A106	a	3988	28	10,000	55,785	0	0	0	0	0	0	(10,000)	0	0	0	0	45,785	(10,000)	56	33	(25)
	b	3988	34	2,500																	
	c	3988	35	6,000																	

Source: DCP, 2015.

Appendix 2B

Snapshots of RWCDs Sites



Projected Site 1

Address: 2435 PACIFIC STREET

B: 1437 **L:** 46, 58

Lot Area: 35,000 sf.

From: M1-2 **to:** C4-5D

Description: Vacant Land

No Action:

A mixed-use, commercial development with a total floor area of 84,000 sf. (2.4 FAR); containing approximately 28,000 sf. of commercial retail, and 56,000 sf. of community facility space.

With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 196,000 sf. (5.6 FAR); containing approximately 31,033 sf. of commercial retail space, 31,033 sf. of community facility space, 133 dwelling units and 84 parking spaces.

Increment:

+ 133,934 sf. of residential (+133 DUs)

+ 3,033 sf. of commercial space

(24,967) sf. of community facility space



Projected Site 2

Address: 178 SOMERS STREET

B: 1544 **L:** 21, 42

Lot Area: 46,491 sf.

From: M1-1 **to:** C4-4L

Description: Transportation & Utility, Parking Facilities

No Action:

A new commercial development with a total floor area of 46,491 (1.0 FAR).

With Action:

A mixed-use residential and commercial development with a total floor area 213,859 sf. (4.6 FAR); containing approximately 31,842 sf. of commercial retail space, 10,000 sf. of restaurant space, 172 dwelling units, and 43 parking spaces.

Increment:

+172,017 sf. of residential (+ 172 DUs)

+ 31,842 sf. of retail space

+ 10,000 sf. of restaurant space

(46,491) sf. of hotel space



Projected Site 3

Address: 35 PENNSYLVANIA AVENUE, 27 PENNSYLVANIA AVENUE, 96 NEW JERSEY AVENUE

B: 3660 **L:** 1, 2, 29

Lot Area: 21,000 sf.

From: C8-2 **to:** C4-4L

Description: Commercial, Transportation & Utility,

No Action:

A hotel development and existing auto-related use with a total floor area of 41,920 sf. containing approximately 1,680 sf. auto related space, 38,560 sf. of hotel space, 1,680 sf. of office space. The development would include 30 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 96,600 sf. containing approximately 10,000 sf. of commercial retail space, 8,990 sf. of restaurant space and 77 dwelling units. The development would include 19 parking spaces.

Increment:

+ 77 DUs

+ 18,900 sf commercial

- 1,680 sf auto-related

- 38,560 sf hotel

- 1,680 sf office



Projected Site 4

Address: NEW JERSEY AVENUE

B: 3661 **L:** 1

Lot Area: 10,000 sf.

From: C8-2 **to:** C4-4L

Description: Used Car Sales

No Action:

The site would remain unchanged as a 10,000 sf. used car sales parking lot with a 1.0 FAR.

With Action:

A new mixed-use residential and commercial development with a total floor area of 96,600 sf. containing approximately 10,000 sf. in commercial retail space, and 37 dwelling units. The development includes six parking spaces.

Increment:

+ 37,000 sf. of residential (+ 37 DUs)

+ 9,000 sf. of commercial retail space

(10,000) sf. of auto-related space



Projected Site 5

Address: 2715 FULTON STREET, 2709 FULTON STREET

B: 3662 **L:** 48, 49

Lot Area: 7,500 sf.

From: C8-2 **to:** C4-4L

Description: Industrial & Manuf., Transportation & Utility

No Action:

The site would remain unchanged as a transportation, utility and industrial manufacturing development with a total floor area of 3,175 sf. (0.4 FAR); containing approximately and 1,800 sf. of auto-related use, 1,375 sf. of industrial use.

With Action:

A new mixed-use residential and commercial development with a total floor area of 34,500 sf. containing approximately 6,750 sf. in commercial retail space, and 27 dwelling units (14 are assumed to be affordable). The development includes four parking spaces.

Increment:

+27,750 sf. of residential space (+27 DU, 14 affordable)

+ 6,750 sf. of commercial retail space

(1,800) sf. of auto related space

(1,375) sf. of industrial area



Projected Site 6

Address: 2618 FULTON STREET, FULTON STREET, 2640 FULTON STREET

B: 3669 **L:** 13, 17, 20

Lot Area: 20,000 sf.

From: C8-2 **to:** C4-4L

Description: Commercial & Office, Parking Facilities

No Action:

The site would remain unchanged as a surface parking lot and commercial retail facility with a total floor area of 9,964 sf. (0.5 FAR); containing exactly 9,964 sf. of commercial retail and 25 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 46,000 sf. containing approximately 9,000 sf. of commercial retail space, 36 dwelling units and nine parking spaces.

Increment:

+ 37,000 sf. of residential space (+ 36 DU)

(964) sf. of commercial retail space



Projected Site 7

Address: 50 PENNSYLVANIA AVENUE, 62 PENNSYLVANIA AVENUE

B: 3669 **L:** 22, 26

Lot Area: 15,000 sf.

From: C8-2 **to:** C4-4L

Description: Commercial & Office

No Action:

The site would remain unchanged commercial and office retail facility with a total floor area of 17,308 sf. (1.2 FAR); containing approximately 14,160 sf. of commercial retail, 3,148 sf. of office space, and 25 parking spaces.

With Action:

A mixed-use residential commercial development with a total floor area 46,000 sf. containing approximately 3,150 sf. of commercial retail and 3,150 sf. of restaurant space and 39 dwelling units (20 are assumed to be affordable). The development includes 10 parking spaces.

Increment:

+ 39,700 sf. of residential space (+ 39 DU)

(11,010) sf. of commercial retail

+ 3,150 sf. of restaurant space

+ (3,148) sf. of office space



Projected Site 8

Address: 63 PENNSYLVANIA AVENUE, 132 NEW JERSEY AVENUE, 138 NEW JERSEY AVENUE

B: 3670 **L:** 9, 31, 33

Lot Area: 18,140 sf.

From: C8-2 **to:** C4-4L

Description: Industrial & Manuf., Parking Facilities

No Action:

The site would remain unchanged as an industrial, manufacturing and surface parking facility with a total floor area of 9,840 sf. (0.5 FAR); containing exactly 14,160 sf. of community facility space, and 24 parking spaces.

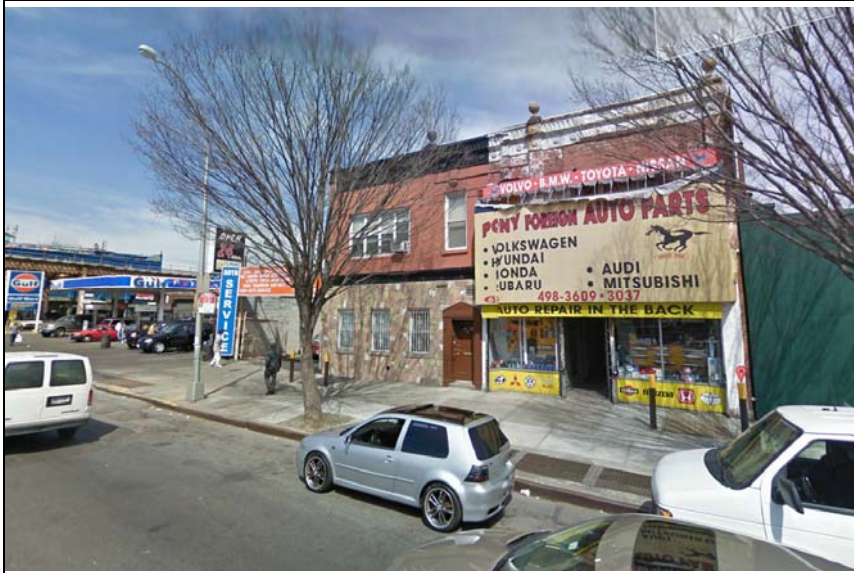
With Action:

A mixed-use residential and commercial development with a total floor area of 83,444 sf. (4.6 FAR); containing approximately 11,628 sf. of community facility space, 71 dwelling units and 30 parking spaces.

Increment:

+ 71,816 sf. of residential space (+ 71 DUs)

+ 1,788 sf. of community facility space



Projected Site 9

Address: 61 PENNSYLVANIA AVENUE, 59 PENNSYLVANIA AVENUE, PENNSYLVANIA AVENUE, 126 NEW JERSEY AVENUE, 130 NEW JERSEY AVENUE

B: 3670 **L:** 13, 14, 15, 29, 30

Lot Area: 15,750 sf.

From: C8-2 **to:** C4-4L

Description: Commercial & Office, One & Two Family, Vacant Land, Parking Facilities

No Action:

A new commercial development, and existing residential and auto-related uses with a total floor area of 17,240 sf. (1.1 FAR); containing approximately 6,750 sf. of retail space, 1,575 sf. of auto-related space, 4,750 sf. of office space, 515 sf. for garage space, 3 dwelling units, and 26 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 72,450 sf. (4.5 FAR); containing approximately 10,000 sf. of retail space, 61 dwelling units; and 15 parking spaces.

Increment:

+ 58,000 sf. of residential space (+ 58 DUs)

+ 3,250 sf. of commercial retail space

(1,575) sf. of auto-related space

(4,750) sf. of office space

(515) sf. of garage space



Projected Site 10

Address: 49 PENNSYLVANIA AVENUE, 47 PENNSYLVANIA AVENUE, 43 PENNSYLVANIA AVENUE

B: 3670 **L:** 16, 17, 18

Lot Area: 18,750 sf.

From: C8-2 **to:** C4-4L

Description: Transportation & Utility, Used Car Sales

No Action:

The site would remain unchanged as a gas station and auto-related facility with a total floor area of 3,789 sf. (0.2 FAR); containing approximately 2,648 sf. of retail space, 1,150 sf. of auto-related, and 7 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 86,250 sf. (3.7 FAR); containing approximately 16,875 sf. of commercial retail, 52 dwelling units, and 13 parking spaces.

Increment:

+ 52,500 sf. of residential space (+ 52 DUs)

+ 14,227 sf. of commercial retail

(1,150) of auto-related use



Projected Site 11

Address: 2718 FULTON STREET, 2722 FULTON STREET, 2726 FULTON STREET

B: 3673 **L:** 14, 15, 16

Lot Area: 7,513 sf.

From: R5 **to:** C4-4L

Description: Parking Facilities

No Action:

A residential development with a total floor area of 9,391 sf. (1.2 FAR); containing approximately 9 dwelling units and nine parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 27,047 sf. (3.6 FAR); containing approximately 6,772 sf. of commercial retail, 20 dwelling units, and 12 parking spaces.

Increment:

+ 10,894 sf. of residential space (+11 DUs)

+ 6,762 sf. of commercial retail space



Projected Site 12

Address: 1634 EAST NEW YORK AVENUE, 1638 EAST NEW YORK AVENUE

B: 3675 **L:** 10, 11

Lot Area: 10,179 sf.

From: M1-4 **to:** R6A/C2-4

Description: Transportation & Utility

No Action:

The site would remain unchanged as a transportation and auto-related facility with a total floor area of 8,975 sf. (0.9 FAR); containing exactly 8,975 sf. for auto-related use.

With Action:

A mixed-use residential and commercial development with a total floor area of 46,823 sf. (4.6 FAR); containing approximately 9,161 sf. of commercial retail, 37dwelling units, and 18 parking spaces.

Increment:

+37,661 sf. of residential space (+ 37 DUs)

+ 9,161 sf. of commercial retail

(8,975) sf. of auto related space



Projected Site 13

Address: 91 PENNSYLVANIA AVENUE

B: 3687 **L:** 12

Lot Area: 37,379 sf.

From: C8-2 **to:** C4-4D

Description: Vacant, Commercial & Office Building

No Action:

The site would be reoccupied consisting of 37,260 sf. of commercial and office facility.

With Action:

Two commercial developments with a total floor area of 84,260 sf. (2.3 FAR); containing approximately 34,260 sf. of commercial retail space, 50,000 sf. of office space, and 104 parking spaces.

Increment:

+ 34,260 sf. of commercial retail

+ 15,740 sf. of office space



Projected Site 14

Address: 179 NEW JERSEY AVENUE, 2686 ATLANTIC AVENUE

B: 3688 L: 11, 18

Lot Area: 24,575 sf.

From: C8-2 **to:** C4-4D

Description: Multi-Family Walk-Up, Commercial & Office

No Action:

The site would remain unchanged as a residential and commercial retail facility with a total of 14,055 sf including 12,535 sf of commercial space and 4 dwelling units.

With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 186,940 sf. (7.2 FAR); containing approximately 12,118 sf. of commercial retail, 10,000 sf. of FRESH space, 22,118 sf. of community facility space 142 dwelling units.

Increment:

+ 141,185 sf. of residential space (+ 138 DUs)

(418) sf. of commercial retail

+ 10,000 sf. of FRESH space

+ 22,118 of community facility space



Projected Site 15

Address: 401 LIBERTY AVENUE

B: 3688 **L:** 33

Lot Area: 7,500 sf.

From: C8-2 **to:** M1-4/R6A

Description: Parking Facility

No Action:

A new commercial development with a total floor area of 10,000 sf. (1.3 FAR); containing approximately 3,333 sf. of auto-related use and 6,667 sf. of office area. The parking requirement would be waived.

With Action:

A mixed-use residential and commercial development with a total floor area of 27,000 sf. (3.6 FAR); containing approximately 20,250 sf. of residential space, 6,750 sf. of light industrial space, 20 dwelling units and 5 parking spaces.

Increment:

+ 20,250 sf. of residential (+20 DUs)

(3,333) sf. of auto-related use

(6,667) sf. of office area

+ 6,750 sf. of light industrial space



Projected Site 16
Address: Atlantic Avenue
B: 3691 L: 11, 13
Lot Area: 6,760 sf.
From: C8-2 to: R8A/C2-4
Description: Parking Facilities
No Action: A new community facility with a total floor area of 23,138 sf. (3.42 FAR). The parking requirement would be waived.
With Action: A mixed-use residential and commercial development with a total floor area of 48,672 sf. (7.2 FAR); containing approximately 4,509 sf. of commercial retail, 44 dwelling units, and 13 parking spaces.
Increment: + 44,613 sf. of residential (+ 44 DUs) + 4,059 sf. of commercial retail (23,138) sf. of community facility



Projected Site 17

Address: 477 LIBERTY AVENUE

B: 3691 **L:** 24

Lot Area: 10,000 sf.

From: M1-1 **to:** M1-4/R6A

Description: Junk Yard/Auto Parts

No Action:

The site would remain unchanged as a junk yard with a lot area of 10,000 sf.

With Action:

A mixed-use residential and commercial development with a total floor area of 36,000 sf. (3.6 FAR); containing approximately 9,000 sf. of commercial retail, 27 dwelling units and 7 parking spaces.

Increment:

+ 27,000 sf. of residential space (+ 27 DUs)

+ 9,000 sf. of commercial retail space



Projected Site 18

Address: 367 GLENMORE AVENUE, 165 SHEFFIELD AVENUE, 375 GLENMORE AVENUE, 373 GLENMORE AVENUE, 371 GLENMORE AVENUE, 369 GLENMORE AVENUE

B: 3703 **L :** 1, 4, 37, 38, 39, 40

Lot Area: 10,000 sf.

From: M1-1 **to:** R7A

Description: Truck Parking/Storage

No Action:

The site would remain unchanged as a truck parking and storage facility with a lot area 10,000 sf.

With Action:

A residential building with a total floor area of 46,000 sf. (4.6 FAR); containing approximately 45 dwelling units and 11 parking spaces.

Increment:

+ 46,000 sf. of residential space (+ 45 DUs)



Projected Site 19

Address: 340 LIBERTY AVENUE, 342 LIBERTY AVENUE, 344 LIBERTY AVENUE, 346 LIBERTY AVENUE

B: 3703 **L:** 15, 16, 17, 18

Lot Area: 9,250 sf.

From: M1-1 **to:** R7A

Description: Truck Parking/Storage, Commercial & Office

No Action:

The site would remain unchanged as a truck parking, open air storage and commercial office facility with a total floor area of 1,304 sf. (0.8 FAR); containing approximately 7,554 sf. of community facility space.

With Action:

A residential building with a total floor area of 42,550 sf. (4.6 FAR); containing 42 dwelling units, and 11 parking spaces.

Increment:

+ 42,500 sf. of residential space (+ 42 DUs)

(7,554) Commercial office space



Projected Site 20

Address: 2795 FULTON STREET

B: 3933 **L:** 55

Lot Area: 10,000 ft.

From: R5 **to:** C4-4L

Description: Vacant Land

No Action:

A new residential development with a total floor area of 12,500 sf. (1.3 FAR); containing 12 dwelling units. The parking requirements would be waived.

With Action:

A mixed residential and commercial development with a total floor area of 36,000 sf. (3.6 FAR); containing approximately 9,000 sf. of commercial retail, 27 dwelling units and 16 parking spaces.

Increment:

+ 14,500 sf. of residential (+ 15 DUs)

+ 9,000 sf. of commercial retail



Projected Site 21

Address: 2957 FULTON STREET, 2953 FULTON STREET

B: 3939 **L:** 26, 27

Lot Area: 11,151 sf.

From: R5 **to:** R6A/C2-4

Description: Mixed Res. & Comml., Commercial & Office

No Action:

The site would remain unchanged as a mixed-use residential and commercial development with a total floor area of 12,120 sf. (1.1 FAR); containing approximately 11,150 sf. of commercial retail, One dwelling unit, one parking space.

With Action:

A new mixed-use residential and commercial development with a total floor area of 40,144 sf. (3.6 FAR); containing approximately 7,962 sf. of commercial retail, 32 dwelling units and 16 parking spaces

Increment:

+ 31,181 sf. of residential (+ 31 DUs)

(3,188) sf. of commercial retail



Projected Site 22

Address: 290 ARLINGTON AVENUE, 3015 FULTON STREET, 3009 FULTON STREET, 3007 FULTON

B: 3942 **L:** 1, 16, 19, 21

Lot Area: 13,574 sf.

From: R5 **to:** R6A/C2-4

Description: Mixed Res. & Comml., Commercial & Office, Parking Facilities

No Action:

A new residential development and existing commercial retail use with a total floor area of 15,416 sf. (1.1 FAR); containing approximately 5,500 sf. of commercial retail, nine dwelling units and nine parking spaces.

With Action:

A new mixed-use residential and commercial development with a total floor area of 48,866 sf. (3.6 FAR); containing approximately 10,008 sf. of commercial retail, 38 dwelling units and 20 parking space.

Increment:

+ 28,942 sf. of residential (+ 29 DUs)

+ 4,508 sf. of commercial retail



Projected Site 23

Address: 2772 FULTON STREET, 2774 FULTON STREET, 2776 FULTON STREET

B: 3946 **L:** 14, 17, 18

Lot Area: 12,500 sf.

From: R5 **to:** C4-4L

Description: Commercial & Office, Mixed Res. & Comml., Industrial & Manuf.

No Action:

A new residential development and existing commercial and residential use with a total floor area of 14,600 (1.2 FAR); containing approximately 1,050 sf. of commercial retail and 13 dwelling units.

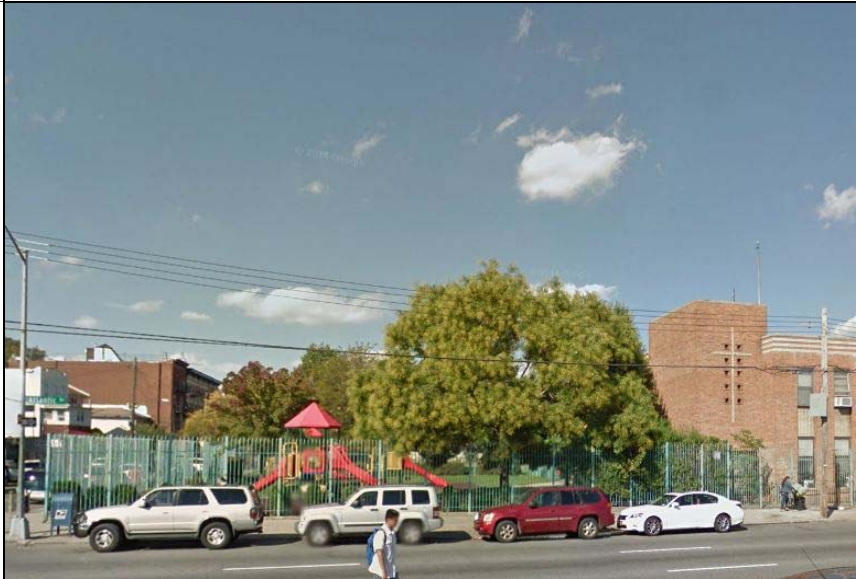
With Action:

A new mixed-use residential and commercial development with a total floor area of 45,000 sf. (3.6 FAR); containing approximately 9,900 sf. of commercial retail, 35 dwelling units and 19 parking spaces.

Increment:

+ 21,550 sf. of residential (+22 DUs)

+ 8,850 sf. of commercial retail



Projected Site 24 (3947/1,5,9)

Address: 2841 ATLANTIC AVENUE

B: 3947 **L:** 1,5,9

Lot Area: 44,442 sf.

From: R5 **to:** R8A/C2-4

Description: Vacant Land/Public Facilities & Institutions

No Action:

The site would remain unchanged with a total floor area of 28,302 sf. (0.79 FAR); containing approximately 28,302 sf. of community facility space.

With Action:

A new mixed-use residential, commercial and community facility development with a total floor area of 319,982 sf. (7.2 FAR); containing approximately 36,623sf. of commercial retail, 60,000 sf. of community facility space, 223 dwelling units and 82 parking spaces.

Increment:

+ 223,359 sf. residential (+ 223 DUs)

+ 36,623 sf. commercial

+ 31,698 sf. community facility



Projected Site 25

Address: 2929 ATLANTIC AVENUE

B: 3952 **L:** 42

Lot Area: 7,670 sf.

From: M1-1 **to:** R8A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial and office facility with a total floor area of 15,000 sf. (2.0 FAR); containing approximately 15,000 sf. of commercial retail space.

With Action:

A new mixed-use residential and commercial development with a total floor area of 55,224 sf. (7.2 FAR); containing approximately 6,903 sf. of commercial retail, 48 dwelling units, and 17 parking spaces.

Increment:

+ 48,321 sf. of residential (+ 48 DUs)

(8,097) sf. of commercial retail



Projected Site 26

Address: 2961 ATLANTIC AVENUE, 281 CLEVELAND STREET

B: 3954 **L:** 45, 55

Lot Area: 23,290 sf.

From: M1-1 **to:** R8A/C2-4

Description: Hotel, One & Two Family

No Action:

The site would remain unchanged as a residential and commercial development with a total floor area of 13,797 sf. (0.6 FAR); containing approximately 12,500 sf. of hotel space and one dwelling unit and 30 parking spaces.

With Action:

A new mixed-use residential and commercial development with a total floor area of 167,688 sf. (7.2 FAR); containing approximately 14,805 sf. of commercial retail, 12,500 sf. of office space 140, dwelling units, and 55 parking spaces.

Increment:

+ 139,086 sf. of residential (+ 139 DUs)

+ 14,805 sf. of commercial retail

(12,500) sf. of hotel

+ 12,500 sf. of office



Projected Site 27

Address: 3003 ATLANTIC AVENUE, 3001 ATLANTIC AVENUE, 2999 ATLANTIC AVENUE, 2995 ATLANTIC AVENUE, 2993 ATLANTIC AVENUE, 2991 ATLANTIC AVENUE, 211 ELTON STREET

B: 3955 **L:** 45, 46, 47, 48, 49, 52, 53

Lot Area: 17,787 sf.

From: C8-2 **to:** R8A/C2-4

Description: One & Two Family, Mixed Res. & Comml., Parking Facilities, Transportation & Utility

No Action:

A new commercial development with existing residential, retail and auto-related uses with a total floor area of 21,240 sf. (1.1 FAR); containing approximately 6,236 sf. of commercial retail, 900 sf. of auto-related use, 6,236 sf. of office space and 4 dwelling units. The parking requirements would be waived.

With Action:

A mixed-use residential and commercial development with a total floor area of 128,066 sf. (7.2 FAR); containing approximately 10,697 sf. of commercial retail, 117 dwelling units, and 34 parking spaces.

Increment:

+ 111,526 sf. of residential (+ 113 DUs)

+ 4,461 sf. of commercial retail

(900) sf. for auto-related use

(6,236) sf. of office space



Projected Site 28

Address: 3053 ATLANTIC AVENUE, 3051 ATLANTIC AVENUE

B: 3957 **L:** 49, 53

Lot Area: 13,085 sf.

From: M1-1 **to:** R8A/C2-4

Description: Transportation & Utility, Commercial & Office

No Action:

The site would remain unchanged as a transportation and commercial facility with a total floor area of 9,296 sf. (0.71 FAR); containing approximately 3,900 sf. of commercial retail, 3,576 sf. of auto-related use, 900 sf. of office space, and 920 sf. of storage space.

With Action:

A mixed-use residential and commercial development with a total floor area of 94,212sf. (7.2 FAR); containing approximately 9,347 commercial retail, 84 dwelling units and 26 parking spaces.

Increment:

+ 84,865 sf. of residential (+ 84 DUs)

+ 5,447 sf. of commercial retail

(3,576) sf. of auto related use

(900) sf. of office area

(920) sf. for storage



Projected Site 29

Address: 3062 FULTON STREET

B: 3958 **L:** 20

Lot Area: 9,812 sf.

From: R5 **to:** R6A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial & office space facility with a total floor area of 9,812 sf. (1.0 FAR); containing exactly 9,812 sf. of community facility space, and 20 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor are of 35,323 sf. (3.6 FAR); containing approximately 8,831 sf. of commercial retail, 26 dwelling units and 16 parking spaces.

Increment:

+ 26,492 sf. of residential (+26 DUs)

+ 8,831 sf. of commercial retail

(9,812) sf. of community facility



Projected Site 30

Address: 3090 FULTON STREET

B:3959 **L:** 18

Lot Area: 10,140 sf.

From: R5 **to:** R6A/C2-4

Description: Transportation & Utility

No Action:

The site would remain unchanged as transportation and auto-related facility with a total floor area of 10,098 sf. (1.0 FAR); dedicated to auto-related use.

With Action:

A mixed-use residential and commercial development with a total floor are of 36,504 sf. (3.6 FAR); containing approximately 9,126 sf. of commercial residential, 27 dwelling units and 16 parking space.

Increment:

+ 27,378 sf. of residential (+ 27 DUs)

+ 9,126 sf. of commercial retail

(10,098) sf. of auto-related use



Projected Site 31

Address: 227 MILLER AVENUE, 221 MILLER AVENUE, 217 MILLER AVENUE, 215 MILLER AVENUE

B: 3961 **L:** 1, 3, 5, 7

Lot Area: 15,000 sf.

From: C8-2 **to:** R6A

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as an industrial and manufacturing facility with a total floor area of 2,116 sf. (0.8 FAR); containing exactly 10,000 sf. of auto-related space, and 2,116 sf. of storage.

With Action:

A residential development with a total floor area of 54,000 sf. (3.6 FAR); containing approximately 54 dwelling units and 14 parking spaces.

Increment:

+ 54,000 sf. of residential (+ 54 DUs)

(10,000) sf. of auto-related use

(2,116) sf. for storage use



Projected Site 32

Address: 2786 ATLANTIC AVENUE, 2788 ATLANTIC AVENUE, 2778 ATLANTIC AVENUE

B:3961 **L:** 15, 16, 113

Lot Area: 10,071 sf.

From: C8-2 **to:** R8A/C2-4

Description: Parking Facilities, Mixed Res. & Comml., Transportation & Utility

No Action:

The site would remain unchanged as a residential, auto-related, and commercial facility with a total floor area of 6,017 sf. (0.6 FAR); containing exactly 1,100 sf. commercial retail, 2,717 sf. of auto-related space, and 2 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor are of 72,511 sf. (7.2 FAR); containing approximately 7,039 of commercial retail, 65 dwelling units, and 20 parking spaces.

Increment:

+ 63,272 sf. of residential (+ 63 DUs)

+ 5,939 sf. of commercial retail

(2,717) sf. of auto-related use



Projected Site 33

Address: 491 LIBERTY AVENUE, 489 LIBERTY AVENUE

B: 3961 **L:** 31, 32, 33

Lot Area: 8,000 sf.

From: M1-1 **to:** M1-4/R6A

Description: One & Two Family

No Action:

An existing residential and a new industrial manufacturing development with a total floor area of 7,058 sf. (0.9 FAR); containing approximately 4,970 sf. of storage space, and dwelling units two

With Action:

A residential development with a total floor area of 28,800 sf. (3.6 FAR); containing approximately 28 dwelling units, and 7 parking spaces.

Increment:

+ 26,712 sf. of residential (+ 26 DUs)

(4,970) sf. of storage area



Projected Site 34

Address: 523 LIBERTY AVENUE, 517 LIBERTY AVENUE

B: 3962 **L:** 30, 31, 32

Lot Area: 15,000 sf.

From: M1-1 **to:** M1-4/R6A

Description: Commercial & Office, Vacant Land, One & Two Family

No Action:

A new industrial manufacturing building and existing commercial and residential uses with a total floor area of 10,733 sf. (0.7 FAR); containing approximately 2,000 sf. of storage, 6,378 sf. of community facility, 2 dwelling units, and 5 parking space.

With Action:

A mixed-use residential and commercial development with a total floor area of 54,000 sf. (3.6 FAR); containing approximately 13,500 sf. of light industrial space, 40 dwelling units, and 10 parking spaces.

Increment:

+ 38,145 sf. of residential (+38 DUs)

(2,000) sf. of storage area

(6,378) sf. of community facility

+ 13,500 sf. of light industrial manufacturing space



Projected Site 35

Address: 2834 ATLANTIC AVENUE, 2836 ATLANTIC AVENUE, 2838 ATLANTIC AVENUE

B: 3963 **L:** 14, 15, 16

Lot Area: 7,838 sf.

From: C8-2 **to:** R8A/C2-4

Description: One & Two Family, Transportation & Utility, Commercial & Office

No Action:

The site would remain unchanged as a residential, commercial auto-related facility with a total floor area of 3,970 sf. (0.5 FAR); containing approximately 2,650 sf. of restaurant space, and one dwelling.

With Action:

A mixed-use residential and commercial development with a floor area of 56,434 sf. (7.2 FAR); containing approximately 5,704 sf. of commercial retail, 50 dwelling units, and 16 parking spaces.

Increment:

+ 49,409 sf. of residential (+ 49 DUs)

+ 5,704 sf. of commercial retail

(2,650) sf. of restaurant space



Projected Site 36

Address: 213 SCHENCK AVENUE, 211 SCHENCK AVENUE

B: 3964 **L:** 2, 3

Lot Area: 5,000 sf.

From: M1-1 **to:** R6A

Description: Vacant Land, Industrial & Manuf.

No Action:

The site would remain unchanged as vacant land with industrial manufacturing activity containing a total floor area of 2,500 sf. (1.0 FAR) for auto- related and storage uses.

With Action:

A residential development with a total floor area of 18,000 sf. (3.6 FAR); containing 18 dwelling units, and five parking spaces.

Increment:

+ 18,000 sf. of residential (+ 18 DUs)

(2,500) sf. of auto-related space

(2,500) sf. for storage space



Projected Site 37

Address: SCHENCK AVENUE, 2840 ATLANTIC AVENUE, BARBEY STREET

B: 3964 **L:** 4, 8, 23

Lot Area: 43,050 sf.

From: M1-1 **to:** M1-4/R6A

Description: Industrial & Manuf., Parking Facilities

No Action:

The site would remain unchanged as a parking and storage facility with a total floor area of 76,400 sf. (0.6 FAR); containing approximately 25,467 sf. of storage space, and 40 parking spaces.

With Action:

Reused as a existing light mixed-residential and commercial development with a floor area of 102,150 sf. (2.4 FAR); containing approximately 50,933 sf. of office space, 25 dwelling units, and five parking spaces.

Increment:

+ 25,750 sf. of residential (+ 25 DUs)

+ 50,933 sf. of office space

(25,467) sf. of storage space

+ 25,467 sf. of light industrial manufacturing space



Projected Site 38

Address: 274 BARBEY STREET, 276 BARBEY STREET, 278 BARBEY STREET, 280 BARBEY STREET

B: 3964 **L:** 24, 25, 26, 27

Lot Area: 10,000 sf.

From: M1-1 **to:** R6A

Description: Industrial & Manuf

No Action:

The site would remain unchanged as a storage facility with a vacant building with a total floor area of 3,972 sf. (0.4 FAR); containing approximately 900 sf. of residential space, and 3,072 sf. of storage space.

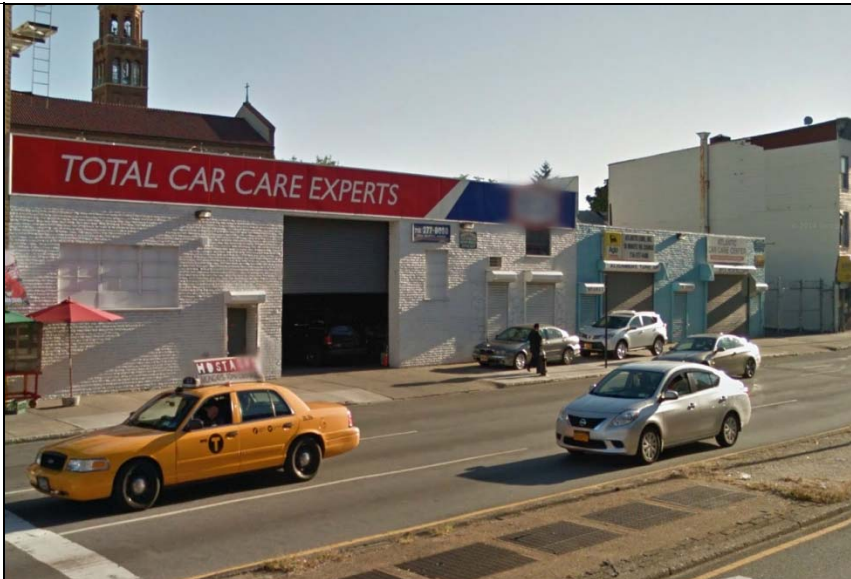
With Action:

A residential development with a total floor area of 36,000 sf. (3.6 FAR); containing 36 dwelling units, 9 parking spaces.

Increment:

+ 35,100 sf. of residential (+ 36 DUs)

(3,072) sf. of storage



Projected Site 39

Address: 2890 ATLANTIC AVENUE, 2894 ATLANTIC AVENUE, 2896 ATLANTIC AVENUE, 2900 ATLANTIC AVENUE

B: 3966 **L:** 12, 13, 14, 15, 16

Lot Area: 15,873 sf.

From: C8-2 **to:** R8A/C2-4

Description: Mixed Res. & Comml., Parking Facilities

No Action:

The site would remain unchanged as a mixed-use residential, commercial and parking facility with a total floor area of 15,999 sf. (1.0 FAR); containing approximately 1,900 sf. of commercial retail, and three dwelling units.

With Action:

A mixed-use retail and commercial development with a total floor area of 114,286 sf. (7.2 FAR); containing approximately 10,209 sf. of commercial retail, 104 dwelling units and 31 parking facilities.

Increment:

+ 101,077 sf. of residential (+ 101 DUs)

+ 8,309 sf. of commercial retail

(11,099) of auto-related use



Projected Site 41

Address: 315 LINWOOD STREET, 3002 ATLANTIC AVENUE, 3008 ATLANTIC AVENUE

B: 3971 **L:** 17, 19, 21

Lot Area: 12,966 sf.

From: C8-2 **to:** R8A/C2-4

Description: Parking Facilities, Transportation & Utility

No Action:

A new commercial development and existing commercial use with a total floor area of 10,126 square feet.

With Action:

A mixed-use residential and commercial development with a total floor area 93,355 sf. (7.2 FAR); containing approximately 9,077 sf. of commercial retail, 84 dwelling units, and 26 parking spaces.

Increment:

+ 84,277 sf. of residential (+ 84 DUs)

+ 9,077 sf. of commercial retail

(10,126) sf. of auto-related use



Projected Site 42

Address: 749 LIBERTY AVENUE, 745 LIBERTY AVENUE

B: 3972 **L:** 56, 57

Lot Area: 7,605 sf.

From: R5 **to:** R6A/C2-4

Description: Parking Facilities, Transportation & Utility

No Action:

The site would remain unchanged as a Parking Facility; with a total floor area of 2,706 sf. (0.4 FAR); containing approximately 2,166 sf. of auto- related uses, 540 sf. of garage space and two parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area 27,378 sf. (3.6 FAR); containing approximately 4,797 sf. of commercial retail, 22 dwelling units, and 11 parking spaces.

Increment:

+ 22,581 sf. of residential (+ 22 DUs)

+ 4,797 sf. of commercial retail

(2,166) sf. of auto-related use

(540) sf. for garage space



Projected Site 43

Address: 261 SHEPHERD AVENUE, 3064 ATLANTIC AVENUE

B: 3973 **L:** 22, 24

Lot Area: 26,800 sf.

From: M1-1 **to:** R6A & R8A/C2-4

Description: Parking Facilities, Public Facilities & Inst.

No Action:

The site would remain unchanged as a commercial and parking facility.

With Action:

A mixed-use residential, commercial and community facility development with a total floor are of 192,960 sf. (7.2 FAR); containing approximately 20,640 sf. of commercial retail, 51,600 sf. of community facility, 120 dwelling units, and 45 parking spaces.

Increment:

+ 120,720 sf. of residential (+ 120 DUs)

+ 20,640 sf. of commercial retail

+ 35,440 sf. of community facility



Projected Site 44

Address: 46 BERRIMAN STREET, 66 BERRIMAN STREET

B: 3973 **L:** 46, 50, 52

Lot Area: 17,500 sf.

From: R5 **to:** R6A

Description: Industrial & Manuf., Parking Facilities

No Action:

A new residential development and auto-related facility with a total floor area of 8,750 sf. (1.2 FAR); containing 2,500 sf. of auto-related space, 6 dwelling units, and 54 parking spaces.

With Action:

A residential development with a total floor area of 27,000 sf. (3.6 FAR); containing 27 dwelling units, and 7 parking spaces.

Increment:

+ 20,750 sf. of residential (+ 21 DUs)

(2,500) sf. of auto-related use

+ 35,440 sf. of community facility



Projected Site 45

Address: 68 BERRIMAN STREET

B: 3973 **L:** 53, 55

Lot Area: 7,500 sf.

From: R5 **to:** R6A

Description: One & Two Family, Parking Facilities

No Action:

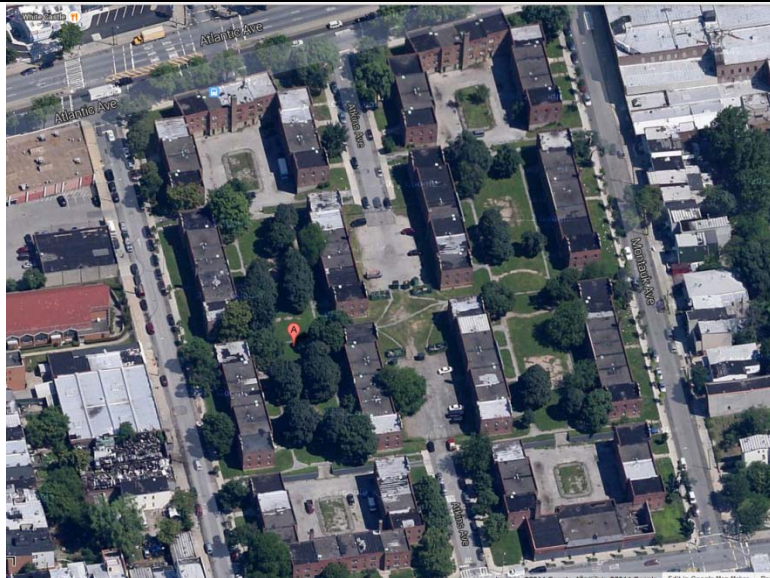
The site would remain unchanged as a residential and parking facility with a total floor area of 2,156 sf. (0.3 FAR); containing 2 dwelling units.

With Action:

A residential development with a total floor area of 27,000 sf. (3.6 FAR); containing 27 dwelling units, and 7 parking spaces.

Increment:

+ 24,844 sf. of residential (+ 25 DUs)



Projected Site 46

Address: 3100 ATLANTIC AVENUE, 3124 ATLANTIC AVENUE

B: 3974, 3975 **L:** 1, 1

Lot Area: 310,200 sf.

From: R5 **to:** R7A

Description: Multi-Family Walk-Up

No Action:

The site would be new development as multi-family walk-up housing with a total floor area of 382,500 sf. (0.3 FAR); containing 20,000 sf. of commercial retail, 361 dwelling units, and 357 parking spaces.

With Action:

Multiple mixed-use residential and commercial developments with a total floor area of 1,320,000 sf.; containing approximately 88,000 sf. of commercial retail, 20,000 sf. for FRESH, 21,981 sf. of Community facility space, 1,190 dwelling units.

Increment:

+ 829 DUs

+ 88,000 sf. of commercial retail

+ 20,000 sf. for FRESH

+ 21,981 sf. of community facility space



Projected Site 47

Address: 498 LIBERTY AVENUE, 500 LIBERTY AVENUE, 502 LIBERTY AVENUE, 504 LIBERTY AVENUE, 510 LIBERTY AVENUE

B: 3977 **L:** 17, 18, 19, 20, 21

Lot Area: 10,000 sf.

From: M1-1 **to:** M1-4/R6A

Description: Transportation & Utility, Vacant Land

No Action:

The site would remain unchanged as a transportation facility and vacant land with a total floor area of 3,650 sf. (0.4 FAR); containing 2,880 sf. of auto- related space.

With Action:

A residential development with a total floor area of 36,000 sf. (3.6 FAR); containing 36 dwelling units, and 9 parking spaces.

Increment:

+ 35,230 sf. of residential (+ 36 DUs)

(2,800) sf. of auto-related use



Projected Site 48

Address: 207 VAN SICLEN AVENUE, 203 VAN SICLEN AVENUE

B: 3978 **L:** 14, 15

Lot Area: 10,000 sf.

From: M1-1 **to:** M1-4/R6A

Description: Vacant

No Action:

The site would remain unchanged as a vacant area.

With Action:

A residential development with a total floor area of 36,000 sf. (3.6 FAR); containing 36 dwelling units, and 9 parking spaces.

Increment:

+ 36,000 sf. of residential (+ 36 DUs)



Projected Site 49

Address: 608 LIBERTY AVENUE, 614 LIBERTY AVENUE

B: 3982 **L:** 11, 13

Lot Area: 7,500 sf.

From: R5 **to:** R6A/C2-4

Description: One & Two Family

No Action:

The site would remain unchanged as a residence with a total floor area of 5,560 sf. (0.7 FAR); containing four dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 27,000 sf. (3.6 FAR); containing approximately 6,075 sf. in commercial retail, 20 dwelling units and 11 parking spaces.

Increment:

+ 15,365 sf. of residential (+ 16 DUs)

+ 6,075 sf. of residential



Projected Site 50

Address: 632 LIBERTY AVENUE, 640 LIBERTY AVENUE, 646 LIBERTY AVENUE

B: 3983 **L:** 13, 15

Lot Area: 15,500 sf.

From: R5 **to:** R6A/C2-4

Description: Parking Facilities, Commercial & Office

No Action:

The site would remain unchanged as a parking, commercial and office facility with a total floor area of 6,380 sf. (0.6 FAR); and 6,380 sf. of auto-related use.

With Action:

A mixed-use residential and commercial development with a total floor area of 36,000 sf. (3.6 FAR); containing approximately 6,300 sf. in commercial retail, 29 dwelling units and 13 parking spaces.

Increment:

+ 29,700 sf. of residential (+ 29 DUs)

+ 6,300 sf. of residential

(6,380) sf. of auto-related space



Projected Site 51

Address: 670 LIBERTY AVENUE

B: 3984 **L:** 15

Lot Area: 5,250 sf.

From: R5 **to:** R6A

Description: Transportation & Utility

No Action:

A residential development with a total floor area of 6,563 sf. (1.3 FAR); containing 6 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 18,900 sf. (3.6 FAR); containing approximately 6,300 sf. in commercial retail, 29 dwelling units and 13 parking spaces.

Increment:

+ 10,087 sf. of residential (+ 10 DUs)

+ 2,250 sf. of commercial retail



Projected Site 52

Address: 682 LIBERTY AVENUE, 684 LIBERTY AVENUE, 692 LIBERTY AVENUE, 696 LIBERTY AVENUE

B: 3985 **L:** 15, 16, 17, 18

Lot Area: 10,242 sf.

From: R5 **to:** R6A/C2-4

Description:

No Action:

The site would remain unchanged as a parking facility, house of worship and vacant land with a total floor area of 1,600sf. (0.2 FAR); and 1,600 sf. of community facility use.

With Action:

A mixed-use residential and commercial development with a total floor area of 36,871 sf. (3.6 FAR); containing approximately 7,195 sf. in commercial retail, 29 dwelling units and 14 parking spaces.

Increment:

+ 29,676 sf. of residential (+ 29 DUs)

+ 7,195 sf. of commercial retail

(1,600) sf. of community facility space



Projected Site 53

Address: 700 LIBERTY AVENUE, 708 LIBERTY AVENUE, 710 LIBERTY AVENUE

B: 3986 **L:** 11, 13, 14

Lot Area: 14,800 sf.

From: R5 **to:** R6A/C2-4

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as an industrial and manufacturing facility.

With Action:

A mixed-use residential and commercial development with a total floor area of 53,280 sf. (3.6 FAR); containing approximately 11,417 sf. in commercial retail, 41 dwelling units and 21 parking spaces.

Increment:

+ 41,863 sf. of residential (+ 41 DUs)

+ 11,417 sf. of commercial retail

(16,140) sf. of community facility space



Projected Site 54

Address: 339 SHEPHERD AVENUE, 770 LIBERTY AVENUE, 772 LIBERTY AVENUE, 778 LIBERTY AVENUE, LIBERTY AVENUE

B: 3989 **L:** 9, 10, 12, 14, 16

Lot Area: 30,508 sf.

From: M1-1 **to:** R6A/C2-4

Description: One & Two Family, Mixed Res. & Comml., Parking Facilities

No Action:

The site would remain unchanged as a commercial, office residential and parking facility with vacant land that contains a total floor area of 9,130 sf. with approximately 850 sf. for commercial retail, 980 sf. of auto-related use, 6 dwelling units and 6 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 55,800 sf. (3.6 FAR); containing approximately 11,250 sf. in commercial retail, 44 dwelling units and 22 parking spaces.

Increment:

+ 37,250 sf. of residential (+ 38 DUs)

+ 10,400 sf. of commercial retail

(980) sf. of auto-related space



Projected Site 55

Address: 118 ATKINS AVENUE

B: 3991 L: 8

Lot Area: 33,000 sf.

From: M1-1 to: R6A/C2-4

Description: Auto Related Facility

No Action:

The site would remain unchanged as an auto-related facility that contain a total floor area of 8,540 sf.

With Action:

A mixed-use residential and commercial development with a total floor area of 151,800 sf. (4.6 FAR); containing approximately 29,700 sf. in commercial retail, 122 dwelling units and 61 parking spaces.

Increment:

+ 96,510 sf. of residential (+ 97 DUs)

+ 29,700 sf. of commercial retail

(8,540) sf. of auto-related space



Projected Site 56

Address: 844 LIBERTY AVENUE, 850 LIBERTY AVENUE, 854 LIBERTY AVENUE, 856 LIBERTY AVENUE

B: 3992 **L:** 15, 17, 18, 20

Lot Area: 12,585 sf.

From: R5 **to:** R6A/C2-4

Description: Vacant Land, Parking Facilities, Transportation & Utility

No Action:

The site would remain unchanged as transportation and parking facility with vacant land that contain a total floor area of 1,800 sf. (0.1 FAR); with approximately 1,800 sf. for auto-related use.

With Action:

A mixed-use residential and commercial development with a total floor area of 45,306 sf. (3.6 FAR); containing approximately 7,551 sf. in commercial retail, 37 dwelling units and 17 parking spaces.

Increment:

+ 37,755 sf. of residential (+ 37 DUs)

+ 7,551 sf. of commercial retail

(1,800) sf. of auto-related space



Projected Site 57

Address: 2245 PITKIN AVENUE

B: 3994 **L:** 28

Lot Area: 5,000 sf.

From: R5 **to:** R7A/C2-4

Description: Vacant Land

No Action:

The site would continue to remain vacant.

With Action:

A mixed-use residential and commercial development with a total floor area of 23,000 sf. (4.6 FAR); containing approximately 4,500 sf. in commercial retail, 18 dwelling units and 10 parking spaces.

Increment:

+ 18,500 sf. of residential (+ 18 DUs)

+ 4,500 sf. of commercial retail



Projected Site 58

Address: 2285 PITKIN AVENUE, 2283 PITKIN AVENUE, 2279 PITKIN AVENUE, 321 PITKIN AVENUE, SCHENCK AVENUE

B: 3996 **L:** 34, 35, 36, 37, 39

Lot Area: 12,500 sf.

From: R5 **to:** R7A/C2-4

Description: One & Two Family, Parking Facilities, Vacant Land

No Action:

A new residential development and storage facility with a total floor area of 11,580 sf. (0.9 FAR); containing approximately 1,125 sf. of storage space and 10 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 57,500 sf. (4.6 FAR); containing approximately 9,225 sf. in commercial retail, 48 dwelling units and 21 parking spaces.

Increment:

+ 37,820 sf. of residential (+ 38 DUs)

+ 9,225 sf. of commercial retail

(1,125) sf. of storage space



Projected Site 59

Address: 2337 PITKIN AVENUE, 2339 PITKIN AVENUE, 2335 PITKIN AVENUE, 2321 PITKIN AVENUE

B: 3998 **L:** 30, 32, 33, 37

Lot Area: 20,000 sf.

From: R5 **to:** R7A/C2-4

Description: Vacant Land, Industrial & Manuf.

No Action:

A new residential development and existing industrial and manufacturing facility with a total floor area of 21,375 sf. (1.1 FAR); containing approximately 10,000 sf. of commercial retail, 2,000 sf. of garage space, 9 dwelling units and 7 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 92,000 sf. (4.6 FAR); containing approximately 13,950 sf. of commercial retail, 78 dwelling units, and 34 parking spaces.

Increment:

+ 68,675 sf. of residential (+ 69 DUs)

+ 3,950 sf. of commercial retail

(2,000) sf. of storage space



Projected Site 60

Address: 2433 PITKIN AVENUE

B: 4003 **L:** 35

Lot Area: 5,000 sf.

From: R5 **to:** R7A/C2-4

Description: Parking Facilities

No Action:

The site would remain unchanged as a parking facility with a total floor area of 1,000 sq. (0.2 FAR) and three parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 23,000 sf. (4.6 FAR); containing approximately 3,150 sf. of commercial retail, 19 dwelling units, and 8 parking spaces.

Increment:

+ 19,850 sf. of residential (+ 19 DUs)

+ 3,150 sf. of commercial retail

(1,000) sf. of auto-related space



Projected Site 61

Address: 804 GLENMORE AVENUE, GLENMORE AVENUE

B: 4005 **L:** 16, 17

Lot Area: 5,000 sf.

From: R5 **to:** R6A

Description: New Development

No Action:

A new residential development with a total floor area of 6,250 sf. (1.3 FAR); containing 6 dwelling units.

With Action:

A new residential development with a total floor area of 18,000 sf. (3.6 FAR); containing 18 dwelling units, and 5 parking spaces.

Increment:

+ 11,750 sf. of residential (+ 12 DUs)



Projected Site 62

Address: 810 GLENMORE AVENUE, 820 GLENMORE AVENUE, 836 GLENMORE AVENUE

B: 4006 **L:** 11, 13, 19

Lot Area: 20,000 sf.

From: R5 **to:** R6A

Description: Transportation & Utility, Industrial & Manuf.

No Action:

The site would remain unchanged as industrial, manufacturing and transportation facility with a total floor area of 6,590 sf. (0.3 FAR); containing 6,590 sf. of auto-related use.

With Action:

A new residential development with a total floor area of 72,000 sf. (3.6 FAR); containing 72 dwelling units, and 18 parking spaces.

Increment:

+ 72,000 sf. of residential (+ 72 DUs)

(6,590) sf. of auto-related space



Projected Site 63

Address: 2226 PITKIN AVENUE, 2232 PITKIN AVENUE

B: 4010 **L:** 17, 19

Lot Area: 16,325 sf.

From: R6, R5 **to:** R7A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial, office and retail facility with a total floor area of 10,500 sf. (0.6 FAR); containing 10,500 sf. of commercial retail.

With Action:

A mixed-use residential and commercial development with a total floor area of 75,095 sf. (4.6 FAR); containing approximately 11,318 sf. of commercial retail, 63 dwelling units, and 27 parking spaces.

Increment:

+ 63,777 sf. of residential (+ 63 DUs)

+ 818 sf. of commercial retail

(1,000) sf. of auto-related space



Projected Site 64

Address: 2388 PITKIN AVENUE, 2400 PITKIN AVENUE

B: 4017 **L:** 15, 19

Lot Area: 10,761 sf.

From: R5 **to:** R7A/C2-4

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as a residential development with a total floor area of 13,451 sf. containing 13 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 45,501 sf. (4.6 FAR); containing approximately 8,069 sf. of commercial retail, 41 dwelling units, and 18 parking spaces.

Increment:

+ 27,980 sf. of residential (+ 28 DUs)

+ 8,069 sf. of commercial retail



Projected Site 65

Address: DINSMORE PLACE, 47 DINSMORE PLACE

B: 4139 **L:** 25, 29

Lot Area: 11,362 sf.

From: M1-1 **to:** R6A

Description: Parking Facilities

No Action:

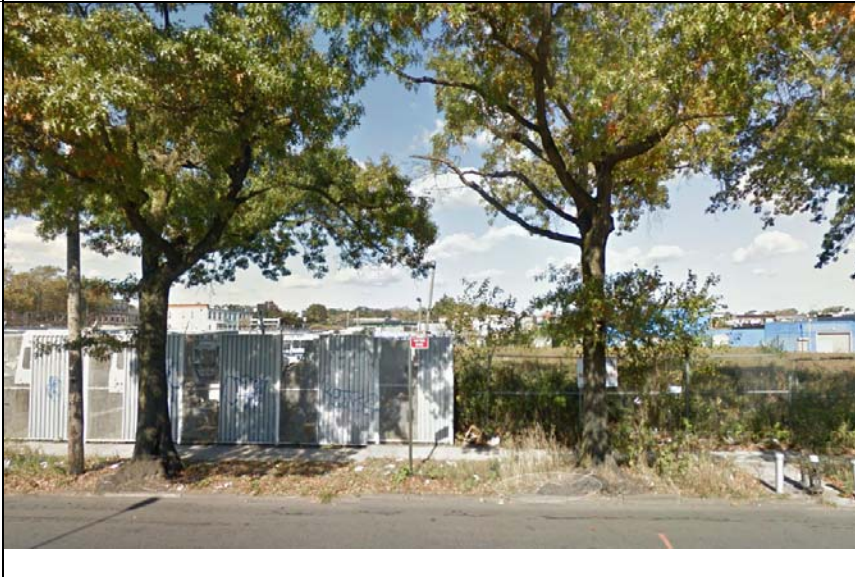
The site would remain unchanged as a parking facility.

With Action:

A residential development with a total floor area of 40,903 sf. (3.6 FAR); containing 40 dwelling units, and 10 parking spaces.

Increment:

+ 40,903 sf. of residential (+ 40 DUs)



Projected Site 66

Address: 3269 Atlantic Avenue/Logan Street

B: 4142 **L:** 1, 32

Lot Area: 160,875 sf.

M1-1 to M1-4/R8A

Description: Parking Facilities, Vacant Land

No Action:

The site would remain unchanged as vacant land and be redeveloped with a light-industrial facility containing approximately 81,175 sf of light industrial space.

With Action:

A mixed use development with a total floor area of 1,442,784 sf; containing approximately 92,251 sf. of commercial retail, 15,000 sf. of restaurant space, 107,251 sf. of industrial space, 107,252 sf. of community facility space, 1,054 dwelling units.

Increment:

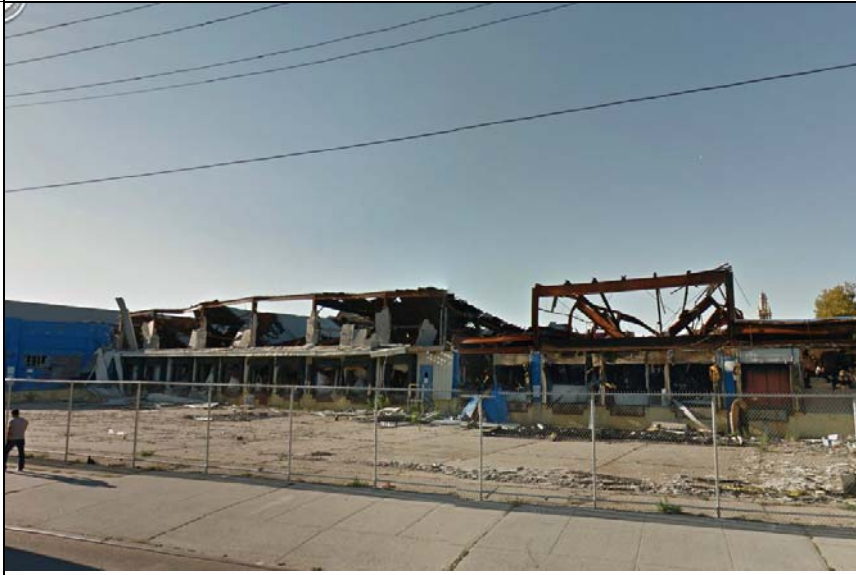
(+1,054 DUs)

+92,251 sf. of retail

+15,000 sf. of restaurant space

+26,076 sf. of industrial space

+107,252 sf. of community facility space



Projected Site 67

Address: 3301 Atlantic Avenue

B: 4143 **L:** 1

Lot Area: 196,286 sf.

M1-1 to M1-5/R8A

Description: Vacant food processing plant

No Action:

A commercial development with a total floor area of 101,618 sf. (0.5 FAR); containing 71,584 sf. of commercial retail, 30,000 sf. dedicated to FRESH programming, and 326 parking spaces.

With Action:

A mixed-use residential, commercial and community facility with a total floor area of 1,442,784 sf. (7.2 FAR); containing approximately 60,872 sf. of commercial retail, 30,000 sf. dedicated to FRESH, 20,000 sf. dedicated to restaurant space, 57,241 sf. of office space, 220,360 sf. of community facility space, 1,054 dwelling units and 211 parking spaces.

Increment:

+1,054,311 residential units (+1,054 DUs)

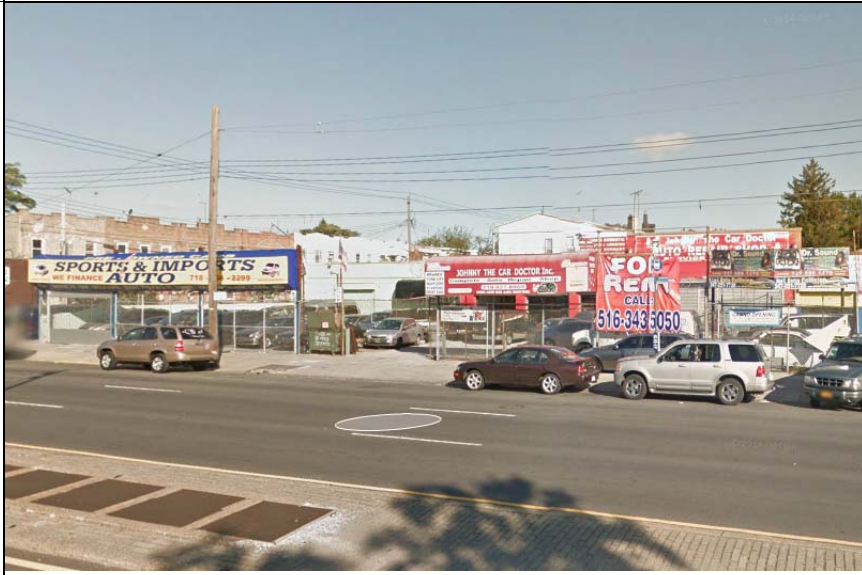
(10,712) sf. of retail space

+20,000 sf. of restaurant space

+57,241 sf. of office space

+42,425 sf. of other commercial space

+177,935 sf. of community facility space



Projected Site 68

Address: 3443 Atlantic Avenue

B: 4149 **L:** 50

Lot Area: 18,005 sf.

C8-1 to R7A/C2-4

Description: Auto repair

No Action:

The site would remain unchanged as an auto- related facility with a total floor area of 10,000 sf. (0.6 FAR); containing exactly an auto- related use of 10,000 sf. with 33 parking spaces.

With Action:

A new mixed-use residential and commercial development with a total floor area of 82,823 sf. (4.6 FAR); containing approximately 16,206 sf. of commercial retail, 66 dwelling units and 33 parking spaces.

Increment:

+ 66,618 sf. of residential units (+ 66 DUs)

+16,205 sf. of retail

(10,000) sf. of auto-related uses



Projected Site 69

Address: 3170 Atlantic Avenue, 3294 Atlantic Avenue

B: 4153 **L:** 34, 40

Lot Area: 19,975 sf.

M1-1 to C4-4D

Description: Transportation & Utility (gas station), Commercial (restaurant)

No Action:

The site would remain unchanged as a transportation and commercial facility with a total floor area of 6,300 sf. (0.3 FAR); containing approximately 3,300 sf. of commercial retail, 3,000 sf. of restaurant space, and 5 parking spaces.

With Action:

A new mixed-use development with 10,478 sf. of retail, 7,500 sf. of restaurant space, 125,842 sf. of residential space (125 units), 25 residential parking spaces, and 18 commercial parking spaces.

Increment:

+125,842 residential units (+125 DUs)

+11,678 sf. of commercial



Projected Site 70

Address: 873-879 Liberty Avenue

B: 4153 **L:** 76, 78, 79

Lot Area: 8,750 sf.

R5 to R6A/C2-4

Description: Parking Facilities

No Action:

A new residential development with a total floor area of 10,938 sf. (1.3 FAR); containing 9 dwelling units.

With Action:

New mixed-use development with 6,525 sf. of retail, 24,975 sf. of residential space (24 units), six residential parking spaces, and 7 commercial parking spaces.

Increment:

+14,037 residential units (+ 15 DUs)

+6,525 sf. of retail



Projected Site 71

Address: 865 Liberty Avenue

B: 4153 **L:** 82

Lot Area: 5,000 sf.

R5 to R6A/C2-4

Description: Parking Facilities

No Action:

A new residential development with a total floor area of 6,250 sf. (1.25 FAR); containing approximately 6 dwelling units.

With Action:

A mixed-use residential, commercial and development with a total floor area of 18,000 sf. (3.6 FAR); containing approximately 2,000 sf. of retail, 16 dwelling units and 6 parking spaces.

Increment:

+9,750 sf. of residential units (+10 DUs)

+2,000 sf. of retail



Projected Site 72

Address: 281 Logan Street, 3196 Atlantic Avenue, 24 Fountain Street

B: 4154 **L:** 28, 35, 45

Lot Area: 38,047 sf.

M1-1 to C4-4D

Description: Industrial/Manufacturing, Transportation & Utility (gas station), Parking Facilities

No Action:

A new warehouse/storage facility with a total floor area of 31,000 sf. (0.81 FAR); containing 31,000 sf. of storage space, and 16 parking spaces.

With Action:

A new mixed-use development with a total floor area of 273,938 sf. (7.20 FAR); containing approximately 65,817 sf. of retail, 19,294 sf. of community facility space and 123 parking spaces.

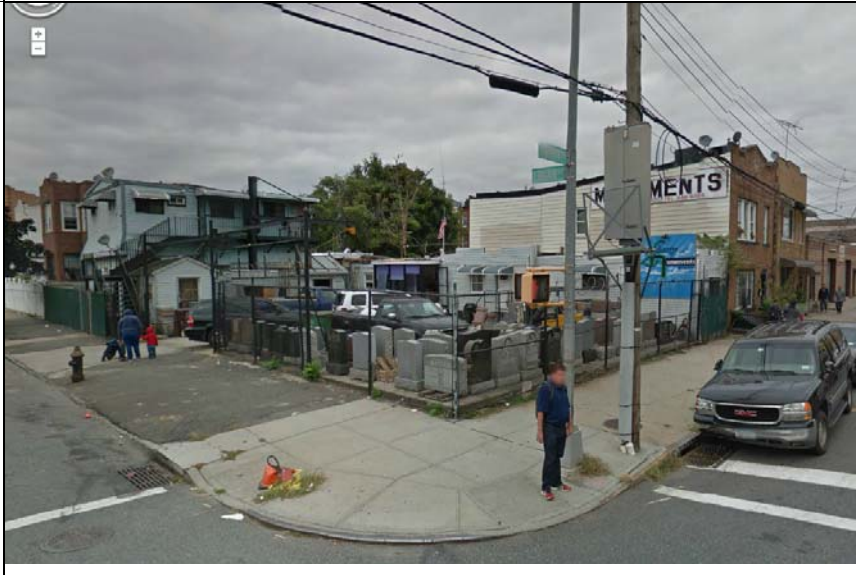
Increment:

+188,827 sf. of residential (+188 DUs)

+65,817 sf. of retail

(31,000) sf. of storage space

+19,294 sf. of community facility



Projected Site 73

Address: 889 Liberty Avenue, 357 Logan Street

B: 4154 **L:** 99, 100

Lot Area: 7,500 sf.

R5 to R6A/C2-4

Description: Multi-Family Walk-Up, Industrial & Manufacturing

No Action:

The site would remain unchanged as a residential, industrial and manufacturing facility with a total floor area of 4,824 sf. (0.64 FAR); containing approximately 1,800 sf. of office space, and three dwelling units.

With Action:

A new mixed-use residential and commercial development with a total floor area of 27,000 sf. (3.6 FAR); containing approximately 6,075 sf. of commercial retail, 20 dwelling units, and 11 parking spaces.

Increment:

+17.901 sf. of residential (+ 17 DUs)

+6,075 sf. of retail

(1,800) sf. of office space



Projected Site 74

Address: 984 Conduit Boulevard

B: 4194 **L:** 17

Lot Area: 7,003 sf.

R5 to R7A/C2-4

Description: Auto Repair

No Action:

The site would remain unchanged as an auto-related facility with a total floor area of 6,000 sf. (0.86 FAR); containing 6,000 sf. of auto- related space.

With Action:

A new mixed-use, residential and commercial development with a total floor area of 21,711 sf. (FAR 3.6) containing approximately 3,500 sf. of commercial retail, 21 dwelling units and 9 parking spaces.

Increment:

+ 21,711 sf. of residential units (+21 DUs)

+3,500 sf. of retail

(6,000) sf. of auto-related space



Projected Site 75

Address: 444 Euclid Avenue

B: 4195 **L:** 6

Lot Area: 11,391 sf.

R5 to R7A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial and office facility with a total floor area of 1,584 sf. (0.16 FAR); containing 1,800 sf. of office space.

With Action:

A new residential building with a total floor area of 52,399 sf. (4.6 FAR); containing 52 dwelling units and 13 parking spaces.

Increment:

+ 52,399 sf. of residential units (+52 DUs)

(1,800) sf. of commercial space



Projected Site 76

Address: 336 South Conduit Avenue, 352 Pine Street

B: 4195 **L:** 21, 30

Lot Area: 12,159 sf.

R5 to R7A/C2-4

Description: Parking Facilities, Industrial & Manufacturing

No Action:

The site would remain unchanged as an industrial, manufacturing and parking facility with a total floor area of 9,196 sf. (0.76 FAR); containing 9,196 sf. of industrial use space.

With Action:

A new residential development with a total floor area of 55,931 sf. (4.6 FAR); containing 55 dwelling units and 14 parking spaces..

Increment:

+55,931 residential units (+ 55 DUs)

(9,196) sq. of industrial space



Projected Site 77

Address: Pitkin Avenue, Glenmore Avenue

B: 4124 **L:** 12, 20

Lot Area: 20,000 sf.

R5 to R7A/C2-4 overlay

Description: Parking Facilities

No Action:

A new residential development with a total floor area of 25,000 sf. (1.25 FAR); containing 24 dwelling units.

With Action:

A new residential development with a total floor area of 92,000 sf. (4.6 FAR); containing 92 dwelling units and, and 23 parking spaces.

Increment:

+67,001 sf. of residential (+ 68 DUs)



Projected Site 78

Address: 2602-2612 Pitkin Avenue

B: 4228 **L:** 13, 17

Lot Area: 18,000 sf.

R5 to R7A/C2-4 overlay

Description: Industrial & Manufacturing

No Action:

The site would remain unchanged as an industrial and manufacturing site with a total floor area of 18,000 sf. (1.0 FAR); containing 18,000 sf. of industrial and manufacturing space.

With Action:

A new mixed use residential and commercial development with a total floor area of 82,800 sf. (4.6 FAR); containing 16,200 sf. of commercial retail, 66 dwelling units, and 33 parking spaces.

Increment:

+66,600 residential units (+66 DUs)

+16,200 sf. of retail

(18,000) sf. of industrial space



Projected Site 79

Address: 2700 - 2702 Pitkin Avenue

B: 4232 **L:** 17, 18

Lot Area: 17,454 sf.

R5 to C4-4D

Description: Parking Facilities

No Action:

The site would remain unchanged as a parking facility with a total floor area of 22,374 sf. (1.28 FAR); containing 2,520 sf. of community facility space. There would also be 19 parking spaces.

With Action:

A new mixed-use residential and commercial development with a total floor area of 125,669 sf. (7.2 FAR); containing approximately 10,709 sf. of commercial retail, 109 dwelling units, and 38 parking spaces.

Increment:

+10,709 sf. of residential units (+90 DUs)

+15,709 sf. of retail

(2,520) sf. of community facility space



Projected Site 80

Address: 355 Shepherd, 793-795 Glenmore Avenue

B: 3989 **L:** 1, 34, 36

Lot Area: 13,500 sf.

M1-1 to R6A

Description: Commercial & Office/Open Air Storage

No Action:

The site would remain unchanged with a total floor area of 4,008 sf. (0.30 FAR); containing approximately 4,008 sf. of commercial & office space.

With Action:

A new residential building with 48,600 sf. of residential space (48 units), 12 parking spaces, built FAR 3.60.

Increment:

(4,008) sf. of office space

+48 residential units



Projected Site 81

Address: 195 FOUNTAIN AVENUE, 2635 PITKIN AVENUE, 2647 PITKIN AVENUE, PITKIN AVENUE

B: 4210 **L:** 1, 35, 34, 43

Lot Area: 22,000 sf.

From: R5/C2-3 **to:** R7A/C2-4

Description: Vacant Land, Public Facilities & Inst.

No Action:

The site would remain unchanged a community facility with vacant land with a total floor area of 9,600 sf. (0.44 FAR); used for community facility use. The site contains 19 parking spaces.

With Action:

A mixed-use residential and community facility development with a total floor area of 101,200 sf. (4.6 FAR); containing approximately 33,120 sf. of community facility space, 68 dwelling units.

Increment:

+ 68,080 sf. of residential (+ 68 DUs)

+ 23,520 sf. of community facility space



Potential Site A1

Address: 2432 ATLANTIC AVENUE, ATLANTIC AVENUE

B: 1437 **L:** 21, 23

Lot Area: 17,525 sf.

From: M1-2 **to:** C4-5D

Description: Industrial & Manuf., Vacant Land

No Action:

The site would remain unchanged as an industrial & manufacturing facility with vacant that has a total floor area of 4,641 sf. (0.26 FAR) for industrial and manufacturing use with 5 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 98,140 sf. (5.6 FAR); containing approximately 13,482 sf. of commercial retail, 84 dwelling units, and 54 parking spaces.

Increment:

+ 84,658 sf. of residential (+ 84 DUs)

+ 13,482 sf. of commercial retail

(4,641) sf. of industrial & manufacturing



Potential Site A2

Address: 221 MOTHER GASTON BLVD, 219 MOTHER GASTON BLVD, MOTHER GASTON BLVD, 2191 BERGEN STREET, 2187 BERGEN STREET, BERGEN STREET

B: 1450 **L:** 1, 2, 3, 50, 51, 53

Lot Area: 15,595 sf.

From: M1-1 **to:** R7A/C2-4

Description: Mixed Res. & Comml., Transportation & Utility, Vacant Land, Parking Facilities

No Action:

The site would remain unchanged as mixed-use residential, commercial and parking facility with vacant land that has a total floor area of 10,126 sf. (0.80 FAR). The site allots 2,106 sf. to commercial retail, 4,040 sf. to auto- related use, 1,304 sf. to garage use, two dwelling units and 4 parking spaces.

With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 71,737 sf. (4.6 FAR); containing approximately 10,836 sf. of commercial retail, 14,900 sf. of community facility space, 46 dwelling units, and 23 parking space.

Increment:

+ 43,325 sf. of residential (+ 44 DUs)

+ 8,730 sf. of commercial retail

(4,040) sf. of auto-related space

(1,304) sf. for garage space.

14,900 sf. for community facility



Potential Site A3

Address: 2384 ATLANTIC AVENUE

B: 1437 **L:** 1

Lot Area: 14,000 sf.

From: M1-2 **to:** C4-5D

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial, office or community facility that has a total floor area of 28,716 sf. (2.05 FAR) all dedicated to community facility space.

With Action:

A mixed-use residential and commercial development with a total floor area of 78,400 sf. (5.6 FAR); containing approximately 11,200 sf. of commercial retail, 22,900 sf. of community facility space, 52 dwelling units, and 47 parking space.

Increment:

+ 51,800 sf. of residential (+ 52 DUs)

+ 3,700 sf. of commercial retail

+ 7,500 sf. of restaurant

(5,816) sf. of community facility



Potential Site A4

Address: 153 SOMERS STREET 2000 EASTERN PARKWAY, EASTERN PARKWAY

B: 1540 **L:** 70, 72, 82

Lot Area: 19,752 sf.

From: M1-1 **to:** R6A

Description: Transportation & Utility, Commercial & Office, Parking Facilities

No Action:

The site would remain unchanged as a transportation, commercial, office and parking facility that has a total floor area of 18,296 sf. (0.93 FAR); containing approximately 1,986 sf. of auto- related use, and 16,310 sf. of community facility use.

With Action:

A mixed-use residential and commercial development with a total floor area of 90,859 sf. (4.6 FAR); containing approximately 10,000 sf. of commercial retail, 3,086 sf. of restaurant space, 77 dwelling units, and 19 parking spaces.

Increment:

+ 77,773 sf. of residential (+ 77 DUs)

+ 10,000 sf. of commercial retail

+ 3,086 sf. of restaurant

(1,986) sf. of auto-related

(16,310) sf. of other community facility use



Potential Site A5

Address: 152 SOMERS STREET, 156 SOMERS STREET, 158 SOMERS STREET

B: 1544 **L:** 14, 15, 16

Lot Area: 6,533 sf.

From: M1-1 **to:** R6A

Description: One & Two Family, Vacant Land

No Action:

The site would remain unchanged as a residence with vacant land that has a total floor area of 1,420 sf. (0.22 FAR) dedicated to the only one residential dwelling unit.

With Action:

A residential development with a total floor area of 23,519 sf. (3.6 FAR); containing 23 dwelling units, and 6 parking spaces.

Increment:

+ 22,099 sf. of residential (+ 22 DUs)



Potential Site A6

Address: 81 MOTHER GASTON BLVD

B: 1543 **L:** 1

Lot Area: 12,675 sf.

From: M1-2 **to:** M1-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial and office facility with a total floor area of 9,440 sf. (0.74 FAR) to hold a supermarket. The site would also hold 31 parking spaces.

With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 70,980 sf. (5.6 FAR); containing approximately 58,305 sf. of commercial retail, 10,140 of FRESH, 12,675 sf. of community facility space, 58 dwelling units, and 15 parking space.

Increment:

+ 58,305 sf. of residential (+ 58 DUs)

(9,440) sf. of supermarket space

+ 10,140 sf. of FRESH

+ 12,675 sf. of community facility



Potential Site A7

Address: 2234 FULTON STREET, 2246 FULTON STREET

B: 1553 **L:** 13, 18

Lot Area: 25,000 sf.

From: M1-2 **to:** M1-4

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as an industrial and manufacturing facility with a total floor area of 25,000 sf. (1.0 FAR) containing approximately 10,000 sf. of garage space and 15,000 of industrial space; with 48 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 140,000 sf. (5.6 FAR); containing approximately 20,700 sf. of light industrial space, and 119 dwelling units.

Increment:

+ 119,300 sf. of residential (+ 119 DUs)

(10,000) sf. of garage space

5,700 sf. of industrial space



Potential Site A8

Address: 2360 FULTON STREET

B: 1554 **L:** 1

Lot Area: 15,000 sf.

From: M1-2 **to:** M1-4

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as an industrial and manufacturing facility with a total floor area of 29,548 sf. (1.97 FAR) and as storage as its single use.

With Action:

A mixed-use residential and commercial development with a total floor area of 84,000 sf. (5.6 FAR); containing approximately 20,700 sf. of light industrial space, 15,000 sf. of community facility space and 57 dwelling units.

Increment:

+ 57,000 sf. of residential (+ 57 DUs)

(29,548) sf. of garage space

+ 12,000 sf. of industrial space

+ 15,000 sf. of community facility



Potential Site A9

Address: 30 HAVENS PLACE, 2413 ATLANTIC AVENUE

B: 1574 **L:** 23, 32

Lot Area: 25,399 sf.

From: M1-2 **to:** C4-5D

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as an industrial and manufacturing facility with a total floor area of 32,085 sf. (1.26 FAR) and as storage as its single use.

With Action:

A mixed-use residential and commercial development with a total floor area of 142,234 sf. (5.6 FAR); containing approximately 9,714 sf. of commercial retail, 9,714 sf. of restaurant space, 122 dwelling units and 50 parking spaces.

Increment:

+ 122,805sf. of residential (+ 122 DUs)

+ 9,714 sf. of community facility

+ 9,714 sf. of restaurant space

(32,085) sf. of storage space



Potential Site A10

Address: 2675 ATLANTIC AVENUE, 2673 ATLANTIC AVENUE, 2671 ATLANTIC AVENUE

B: 3671 **L:** 41, 42, 43

Lot Area: 13,318 sf.

From: C8-2 **to:** C4-4D

Description: Mixed Res. & Comml., Commercial & Office

No Action:

The site would remain unchanged as a mixed-use residence with commercial & office facilities that has a total floor area of 13,575 sf. (1.02 FAR); containing approximately 8,050 sf. of commercial retail, 2,525 sf. of garage space, 2 dwelling units and 8 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 95,890 sf. (7.2 FAR); containing approximately 11,986 sf. of commercial retail, 11,986 sf. of restaurant space, 71 dwelling units and 38 parking spaces.

Increment:

+ 68,917 of residential (+ 69 DUs)

+ 3,936 sf. of commercial retail

+ 11,986 sf. of restaurant space

(2,525) sf. of garage space



Potential Site A11

Address: 2707-2709 Atlantic Avenue

B: 3672 **L:** 43, 46

Lot Area: 8,870 sf.

C8-2 to C4-4D

Description: Funeral home and insurance office

No Action:

The site would remain unchanged as a commercial retail and community facility with a total floor area of 13,040 sf. (1.47 FAR); containing approximately 1,952 sf. of office space and 11,088 sf. of community facility use.

With Action:

A new mixed-use residential and commercial development with a total floor area of 63,864 sf. that has 55 dwelling units, 7,983 sf. of commercial space and 19 total parking spaces.

Increment:

+55,881 residential units (+55 DUs)

+7,983 sf. commercial

-1,952 sf. office

-11,088 sf. other commercial



Potential Site A12

Address: 2736 FULTON STREET, 2740 FULTON STREET

B: 3673 **L:** 20,21

Lot Area: 5,000 sf.

From: R5/C2-3 **to:** R6A/C2-4

Description: Transportation & Utility, Commercial & Office

No Action:

The site would remain unchanged as a mixed-use residence, commercial and auto-related facility with a total floor area of 4,600 sf. (0.92 FAR); containing 2,500 sf. for auto-related use and 2,100 sf. for other community facility uses.

With Action:

A mixed-use residential and commercial development with a total floor area of 18,000 sf. (3.6 FAR); containing approximately 4,050 sf. of commercial retail, 13 dwelling units, and 7 parking spaces.

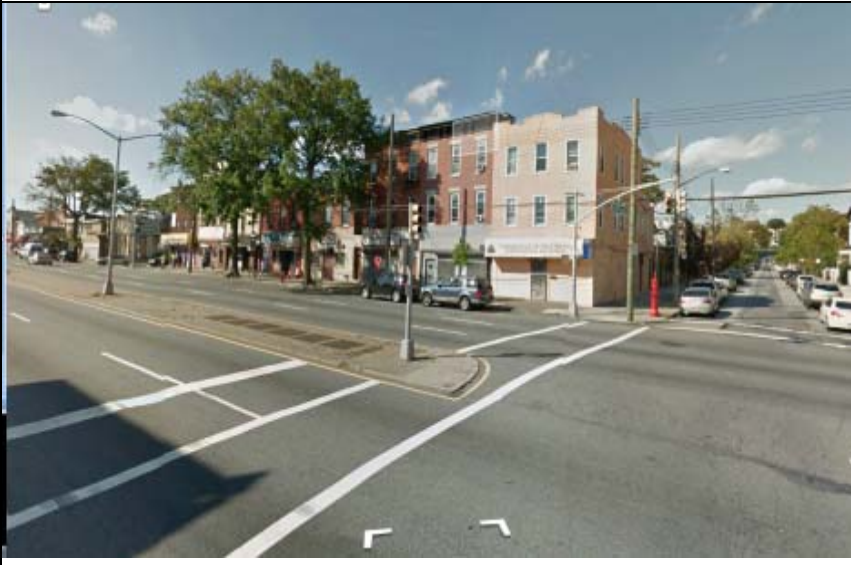
Increment:

+ 13,950 sf. of residential (+ 13 DUs)

+ 4,050 sf. of commercial retail

(2,500) sf. of auto-related space

(2,100) sf. community facility space



Potential Site A13

Address: 2741 ATLANTIC AVENUE, 2739 ATLANTIC AVENUE, 2735 ATLANTIC AVENUE, 2731 ATLANTIC AVENUE

B: 3673 **L:** 36,37,38,39

Lot Area: 10,271 sf.

From: C8-2 **to:** C4-4D

Description: Mixed Res. & Comml.

No Action:

The site would remain unchanged as a mixed-use residence with commercial & office facilities with a total floor area of 11,470 sf. (1.12 FAR); containing approximately 4,512 sf. of commercial retail, and 5 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 73,951 sf. (7.2 FAR); containing approximately 8,325 sf. of commercial retail, 8,235 sf. of restaurant space, 57 dwelling units and 48 parking spaces.

Increment:

+ 50,343 sf. of residential (+ 52 DUs)

+ 3,813 sf. of commercial retail

+ 8,325 sf. of restaurant space



Potential Site A14

Address: 2765 ATLANTIC AVENUE, 2761 ATLANTIC AVENUE, 2759 ATLANTIC AVENUE

B: 3673 **L:** 38,39,40

Lot Area: 8,205 sf.

From: R5/C2-2 **to:** R8A/C2-4

Description: Commercial & Office; Transportation & Utility; Mixed Res. & Comml.

No Action:

The site would remain unchanged as a mixed-use residence, commercial, office and community facilities with a total floor area of 9,412 sf. (1.15 FAR); containing approximately 1,450 sf. of commercial retail, 900 sf. of storage space, 900 sf. of office area, 2,875 sf. of garage space 2,298 sf. of community facility, and 14 parking space.

With Action:

A mixed-use residential and commercial development with a total floor area of 59,076 sf. (7.2 FAR); containing approximately 6,935 sf. of commercial retail, 52 dwelling units and 17 parking spaces.

Increment:

+ 51,152 of residential (+ 52 DUs)

+ 5,485 sf. of commercial retail

(900) sf. of office area

(900) sf. of garage space

(2,875) sf. of garage space

(2,298) sf. of community facility



Potential Site A15

Address: 261 MOTHER GASTON BLVD

B: 3675 **L:** 1

Lot Area: 5,000 sf.

From: M1-4 **to:** R7A/C2-4

Description: Industrial & Manuf.

No Action:

A new industrial and manufacturing development with a total floor area of 5,000 sf. (1.0 FAR); The required number parking would be waived.

With Action:

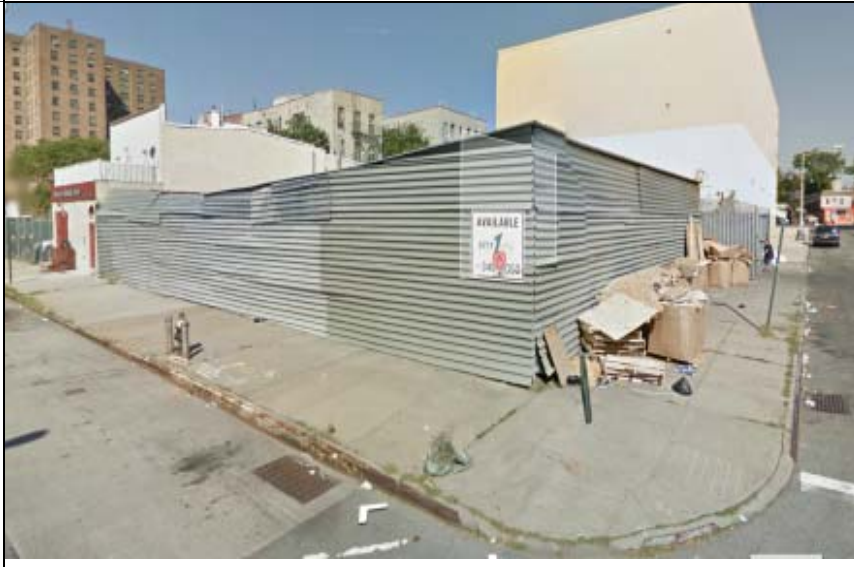
A mixed-use residential and commercial development with a total floor area of 23,000 sf. (4.6 FAR); containing approximately 4,500 sf. of commercial retail, 18 dwelling units, and 10 parking spaces.

Increment:

+ 18,500 sf. of residential (+ 18 DUs)

+ 4,500 sf. of commercial retail

(5,000) sf. of storage space



Potential Site A16

Address: 103 LIBERTY AVENUE

B: 3675 **L:** 25

Lot Area: 5,000 sf.

From: M1-4 **to:** R7A/C2-4

Description:

No Action:

A new industrial and manufacturing development with a total floor area of 5,000 sf. (1.0 FAR); and three parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 23,000 sf. (7.2 FAR); containing approximately 4,500 sf. of commercial retail, 18 dwelling units and 10 parking spaces.

Increment:

+ 18,500 sf. of residential (+ 18 DUs)

+ 4,500 sf. of commercial retail

(5,000) sf. of storage space



Potential Site A17

Address: 99 Sheffield Ave

B:3686 **L:** 9

Lot Area: 5,000 sf.

From: M1-1 **to:** C4-4D

Description: Industrial & Manuf.

No Action:

A new industrial and manufacturing development with a total floor area of 5,000 sf. (1.0 FAR); and three parking spaces.

With Action:

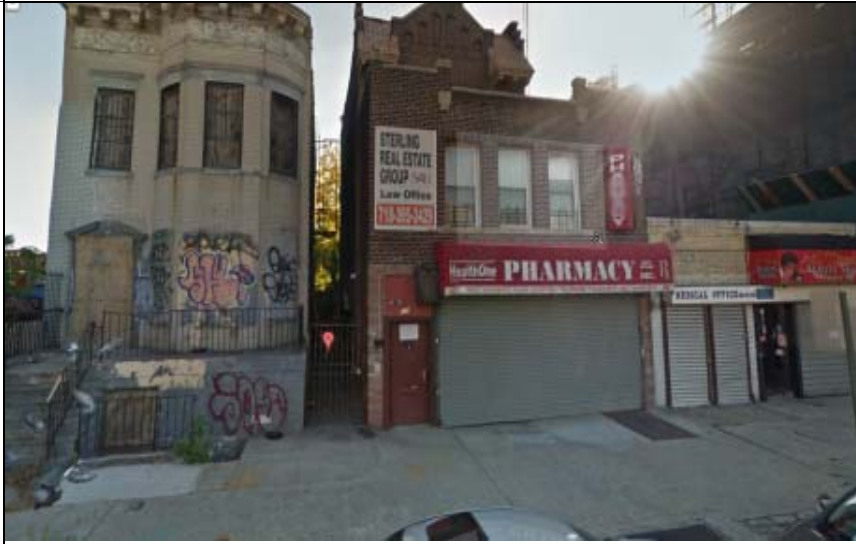
A mixed-use residential and commercial development with a total floor area of 36,000 sf. (7.2 FAR); containing approximately 3,600 sf. of commercial retail, 32 dwelling units and 10 parking spaces.

Increment:

+ 32,400 of residential (+ 32 DUs)

+ 3,600 sf. of commercial retail

(5,000) sf. of storage space



Potential Site A18

Address: 123 PENNSYLVANIA AVENUE, 119 PENNSYLVANIA AVENUE, 117 PENNSYLVANIA AVENUE

B: 3687 **L:** 5,6,7,

Lot Area: 8,000 sf.

From: C8-2 **to:** C4-4D

Description: Commercial & Office, Mixed Res. & Comml., Public Facilities & Inst.

No Action:

The site would remain unchanged as a mixed-use residence, commercial & office facility with a total floor area of 9,100 sf. (1.14 FAR); containing approximately 3,063 sf. of commercial retail, 3,625 sf. of office area, and two dwelling units.

With Action:

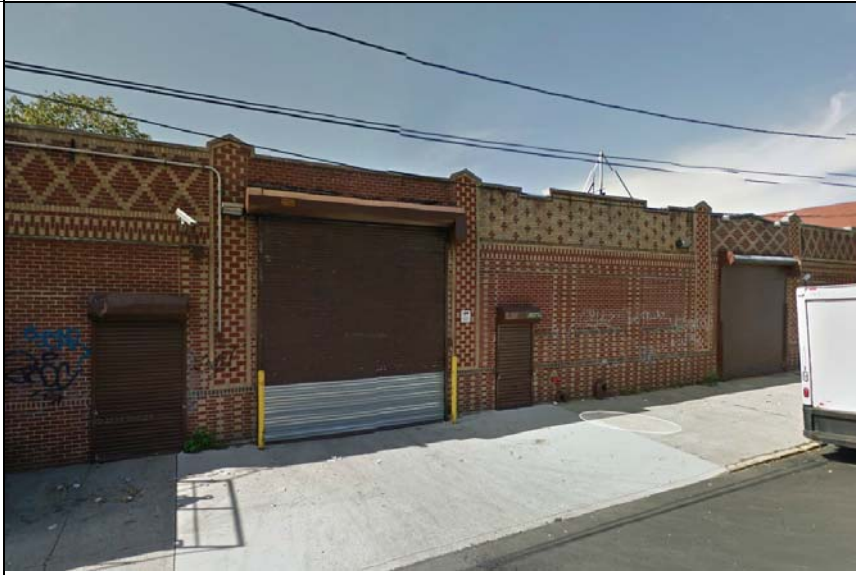
A mixed-use residential and commercial development with a total floor area of 57,600 sf. (7.2 FAR); containing approximately 5,850 sf. of commercial retail, 51 dwelling units and 16 parking spaces.

Increment:

+ 49,338 sf. of residential (+ 49 DUs)

+ 2,787 sf. of commercial retail

+ 11,986 sf. of office area



Potential Site A19

Address: 46 Berriman Street

B: 3973 **L:** 46

Lot Area: 10,000 sf.

R5 to R6A

Description: Warehouse

No Action:

The site would remain unchanged as warehouse facility with a total floor area of 10,000 sf. (1.0 FAR).

With Action:

A new residential building with 36,000 sf. (3.0 FAR) of residential space that amount to 36 dwelling units; with nine parking spaces.

Increment:

+36,000 residential units (+36 DUs)

(10,000) sf. storage



Potential Site A20

Address: 181 New Jersey Avenue

B: 3688 **L:** 9

Lot Area: 5,000 sf.

C8-2 to R6A

Description: Two-family home

No Action:

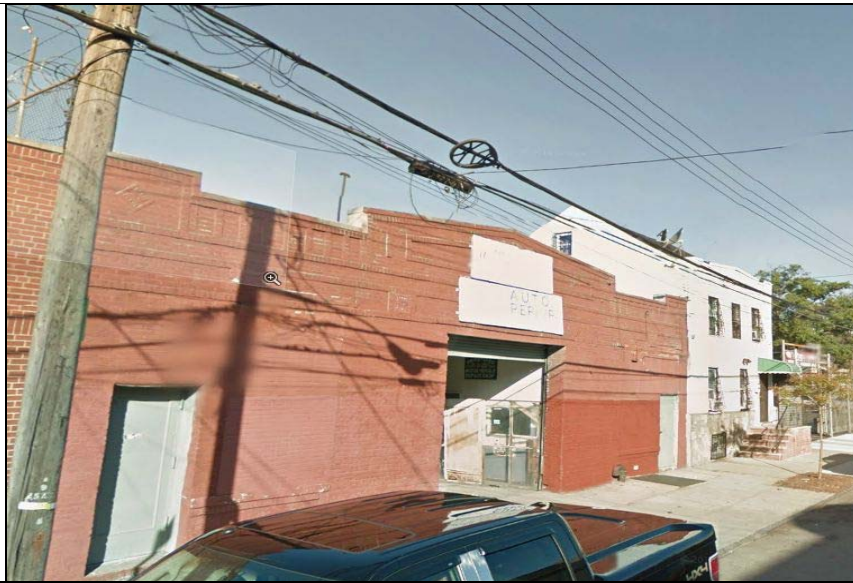
The site would remain unchanged as a residence with a total floor area of 2,000 sf. (0.4 FAR); containing approximately two dwelling units. The parking requirements would be waved.

With Action:

A new residential building with 18,000 sf. (3.6 FAR) of residential space to yield 18 units. The site would also include 5 parking spaces.

Increment:

+16 residential units



Potential Site A21

Address: 144-146 WYONA STREET

B: 3689 **L:** 25, 26

Lot Area: 7,500 sf.

C8-2 to R6A

Description: Auto Repair and Residential

No Action:

The site would remain unchanged as a residence and auto-repair facility with a total floor area of 6,305 sf. (0.84 FAR); containing approximately 5,000 sf. of auto-related facility, and one dwelling unit.

With Action:

A new residential development with a total of 27,000 sf. (3.6 FAR) of residential space to make 27 dwelling units. The site would also include a total of 7 parking spaces.

Increment:

+ 26 residential units

-5,000 sf. auto-repair



Potential Site A22

Address: 177 Vermont Street; 142 Wyona Street; 2708-2716 Atlantic Avenue

B: 3689 L: 12, 19, 20, 21, 22, 23, 24

Lot Area: 20,960 sf.

C8-2 to C4-4D

Description: Commercial and Surface Parking Lot

No Action:

The site would remain unchanged as a commercial retail space with a total floor area of 10,460 sf. (.5 FAR); containing approximately 10,460 sf. of commercial retail, and 26 parking spaces.

With Action:

A new mixed- use residential and commercial development with a total of 150,912 sf., consisting of 133,938 sf. of residential space to make 133 units, 8,487 sf. of commercial space, 8,487 sf. of restaurant space and 44 total parking spaces.

Increment:

+133 residential units

(1,973) sf. commercial

+8,487 sf. restaurant



Potential Site A23

Address: 2730-2738 Atlantic Avenue

B: 3690 L: 11, 12, 13, 14, 15

Lot Area: 12,623 sf.

C8-2 to C4-4D

Description: Commercial, Auto-Repair, Surface Parking Lot, Residential

No Action:

The site would remain unchanged as a commercial retail and auto- related facility with a total floor area of 10,675 sf. (.85 FAR); containing approximately 1,325 sf. of commercial retail, 5,000 sf. of auto- related facilities 875 sf. of office area, and two dwelling units.

With Action:

A new mixed- use residential and commercial development with a total of 90,886 sf. consisting of 81,325 sf. of residential space that would make 81 dwelling units and 9,561 sf. of commercial space. The site would also include 26 parking spaces.

Increment:

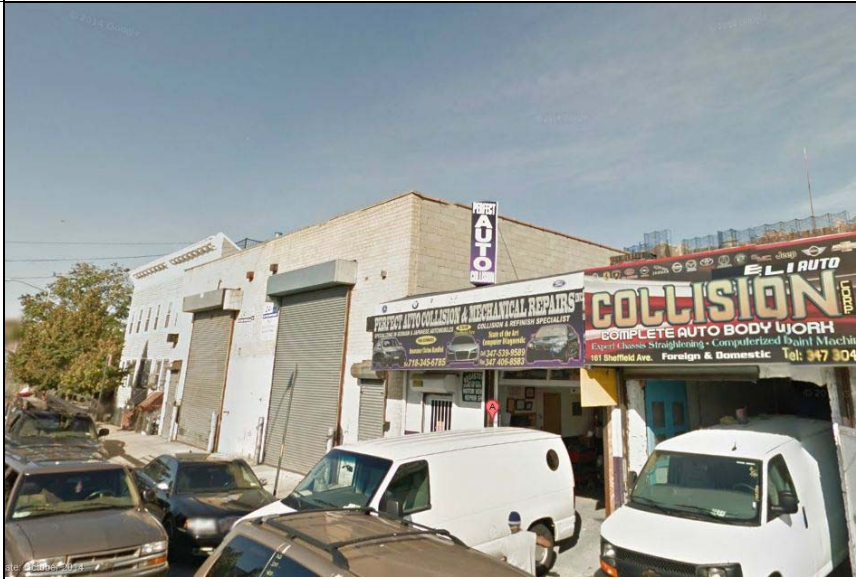
+ 79 residential units

+ 2,361 sf. commercial

+ 26 parking spaces

-5,000 sf. auto-repair

-875 sf. office space



Potential Site A24

Address: 153-155 Sheffield Avenue

B: 3703 L: 7, 8, 9

Lot Area: 6,000 sf.

M1-1 to R7A

Description: Auto Repair and Warehouse/Storage

No Action:

The site would remain unchanged as a auto- related, warehouse and storage facility with a total floor area of 6,000 sf. (1.0 FAR); containing approximately 2,000 sf. of auto- related use, and 4,000 sf. of storage. Parking is not required at this site.

With Action:

A new residential development with a total floor area of 27,600 sf. (14.6 FAR) containing approximately 27 dwelling units and 60,000 sf. of community facility space. The site would also include 7 parking spaces.

Increment:

+ 27 residential units

+ 7 parking spaces

-2,000 sf. auto-repair

-4,000 sf. warehouse/storage



Potential Site A25

Address: 184 PENNSYLVANIA AVENUE, 186 PENNSYLVANIA AVENUE

B: 3703 **L:** 35, 36

Lot Area: 5,000 sf.

From: R5 **to:** R7A/C2-4

Description: Commercial & Office,

No Action:

The site would remain unchanged as a commercial retail facility with a total floor area of 4,694 sf. (1.64 FAR); containing approximately 2,294 sf. of commercial retail, 1,700 sf. of office area, 700 sf. of garage space and two parking spaces.

With Action:

A new mixed- use residential and commercial development with a total floor area of 23,000 sf. (4.6 FAR); containing 23 dwelling units, and 6 parking spaces.

Increment:

+ 23,000 sf. of residential (+ 23 DUs)

(2,294) sf. of commercial retail

(1,700) office area

(700) sf. of Garage space



Potential Site A26

Address: 187 WYONA STREET, 450 LIBERTY AVENUE, 452 LIBERTY AVENUE

B: 3707 **L:** 7,15,16

Lot Area: 36,994 sf.

From: M1-1 and R5 **to:** M1-4/R6A

Description: Industrial & Manuf., Mixed Res. & Comml., One & Two Family

No Action:

The site would remain unchanged as a residence and Industrial with manufacturing facility that has a total floor area of 32,384 sf. (0.88 FAR); containing approximately 1,357 sf. of commercial retail, 27,988 sf. of storage and two dwelling unit.

With Action:

A residential development with a total floor area of 133, 178 sf. (3.6 FAR); containing 133 dwelling units.

Increment:

+ 130,139 sf. of residential (+ 131 DUs)

(1,357) sf. of commercial retail

(27,988) sf. of storage area



Potential Site A27

Address: 196 PENNSYLVANIA AVENUE

B: 3720 **L:** 21

Lot Area: 5,000 sf.

From: R5/C2-3 **to:** R7A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial retail facility with a total floor area of 3,319 sf. (0.66 FAR) with 8 parking spaces. However, parking would be waived.

With Action:

A mixed-use residential and commercial development with a total floor area of 23,000 sf. (4.6 FAR); containing approximately 4,500 sf. of commercial retail, 18 dwelling units, and 10 parking spaces.

Increment:

+ 18,500 sf. of residential (+ 18 DUs)

+ 1,181 sf. of commercial retail



Potential Site A28

Address: 2115 PITKIN AVENUE

B: 3722 **L:** 28

Lot Area: 20,000 sf.

From: R6/C1-3 **to:** R7A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as a commercial & office facility with a total floor area of 10,150 sf. (0.51 FAR). The site would also include 25 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 92,000 sf. (5.5 FAR); containing approximately 18,000 sf. of FRESH space, 92 dwelling units, and 23 parking spaces.

Increment:

+ 92,000 sf. of residential (+ 92 DUs)

0 sf. of commercial retail

(10,150) sf. of supermarket

+ 18,000 sf. of FRESH



Potential Site A29

Address: 2178 PITKIN AVENUE, 2182 PITKIN AVENUE, 2188 PITKIN AVENUE

B: 3742 **L:** 16,18,20

Lot Area: 10,000 sf.

From: R6/C2-3 **to:** R7A/C2-4

Description: Commercial & Office

No Action:

The site would remain unchanged as residential, commercial and office facility with a total floor area of 12,150 sf. (1.47 FAR); containing approximately 6,075 sf. of Commercial retail, 2,500 sf. of office area, 2500 sf. of community facility space three dwelling units, and 27 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 46,000 sf. (4.6 FAR); containing approximately 7,650 sf. of commercial retail, 38 dwelling units, and 18 parking spaces.

Increment:

+ 34,775 sf. of residential (+ 35 DUs)

+ 1,575 sf. of commercial retail

(2,500) sf. of office space

(2,500) sf. of community facility



Potential Site A30

Address: 2859 FULTON STREET, 2849 FULTON STREET, 176 BARBEY STREET

B: 3935 **L:** 43,44,142

Lot Area: 8,969 sf.

From: R5/C2-3 **to:** R6A/C2-4

Description: Mixed Res. & Comml., Commercial & Office, Parking Facilities

No Action:

The site would remain unchanged as a residential, commercial and retail with parking that has a total floor area of 10,811 sf. (1.21 FAR); containing approximately 7,007 sf. of commercial retail, 600 sf. of garage space, three dwelling units and 23 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 32,288 sf. (3.6 FAR); containing approximately 6,758 sf. of commercial retail, 25 dwelling units, and 13 parking spaces.

Increment:

+ 22,325 sf. of residential (+ 22 DUs)

(249) sf. of commercial retail

(600) sf. of garage space



Potential Site A31

Address: 2860 FULTON STREET, 2864 FULTON STREET, 2868 FULTON STREET, 2872 FULTON STREET

B: 3950 **L:** 17,18,19,20

Lot Area: 8,718 sf.

From: R5/C2-3 **to:** R6A/C2-4

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as a commercial and retail facility with a total floor area of 8,500 sf. (.97 FAR). Parking is not required on this site.

With Action:

A mixed-use residential and commercial development with a total floor area of 31,385 sf. (3.6 FAR); containing approximately 6,517 sf. of commercial retail, 24 dwelling units, and 13 parking spaces.

Increment:

+ 24,868 sf. of residential (+ 24 DUs)

(1,983) sf. of commercial retail



Potential Site A32

Address: 2887 ATLANTIC AVENUE

B: 3951 **L:** 42

Lot Area: 19,919 sf.

From: M1-1 **to:** R8A/C2-4

Description: Industrial & Manuf.

No Action:

The site would remain unchanged as an industrial & manufacturing facility 87,260 sf. (4.38 FAR) of storage space.

With Action:

A mixed-use residential and commercial development with a total floor area of 143,417 sf. (7.2 FAR); containing approximately 8,964 sf. of commercial retail, 8,964 sf. of restaurant space, 125 dwelling units, and 43 parking spaces.

Increment:

+ 125,489 sf. of residential (+ 125 DUs)

+ 8,964 sf. of commercial retail

+ 8,964 sf. of restaurant space

(87,260) sf. of storage space



Potential Site A33

Address: 2922, 2924, and 2926 Fulton Street

B: 3952 **L:** 20,21,22

Lot Area: 7,312 sf.

R5 / C2-3 to R6A/C2-4

Description: Auto storage, Mixed residential and commercial, auto storage

No Action:

The site would remain unchanged as a residence with a total floor area of 10,310 sf. (1.41 FAR); containing approximately 1,438 sf. office space and seven dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 26,323 sf. (3.6 FAR) containing approximately 5,204 sf. of retail, 21,119 sf. of residential space that yields 21 dwelling units, and 10 parking spaces.

Increment:

+ 12,247 sf. of residential (+ 14 DUs)

+ 5,204 sf. of retail

(1,438) sf. of office



Potential Site A34

Address: 2491 Atlantic Avenue

B: 3953 **L:** 45

Lot Area: 15,650 sf.

M1-1 to R8A/C2-4

Description: Self-storage

No Action:

The site would remain unchanged as storage space, with a total floor area of 52,640 sf. (3.36 FAR).

With Action:

A mixed use residential and commercial development with a total floor area of 143,417 sf. (7.2 FAR) containing approximately 9,085 sf. of commercial retail, 84,510 sf. of residential space yielding 84 units, 5,000 sf. of restaurant space, 14,085 sf. of office space, and 45 parking spaces.

Increment:

+ 34 84,510 sf. of residential units (+ 84 DUs)

+ 9,085 sf. of commercial space

+ 5,000 sf. of restaurant space

+ 14,085 sf. of office space

(52,640) sf. of storage space



Potential Site A35

Address: 2992, 2994, 2996, 2998 Fulton Street

B: 3955 **L:** 20, 21, 22, 23

Lot Area: 9,884 sf.

M1-1 to R6A/C2-4

Description: Church/Residential, Vacant lot, Salon, Vacant Lot,

No Action:

The site would remain unchanged as a residences and commercial retail with vacant land that has total floor area of 13,928 sf. (1.41 FAR); containing approximately 718 sf. of Commercial retail 748 sf. of community facility 10 dwelling units and one parking space.

With Action:

A mixed-use residential and commercial development with a total floor area of 35,582 sf. (3.6 FAR) containing approximately 7,071 sf. of commercial retail space, 28,510 sf. of residential space that would yield 28 dwelling units, and 14 parking spaces.

Increment:

+ 16,048 residential units (+ 18 DUs)

+ 6,353 sf. of commercial space



Potential Site A36

Address: 3033, 3027 Atlantic Avenue

B: 3956 **L:** 23, 24

Lot Area: 6,312 sf.

C8-2 to R8A/C2-4

Description: Auto Body & Towing Company, Industrial & Manufacturing

No Action:

The site would remain unchanged as a auto- related and industrial space with a total floor area of 6,400 sf. (1.01 FAR); containing approximately 3,705 sf. of auto-related space, 200 sf. of office area and 3,125 sf. of industrial space.

With Action:

A mixed-use residential and commercial development with a total floor area of 45,446 sf. (7.2 FAR); containing 4,768 sf. of commercial retail space, 40,677 sf. of residential space that yield 40 dwelling units, and 13 parking spaces.

Increment:

+ 40,677 sf. of residential units (+ 40 DUs)

1,493 sf. of commercial space

(3,075) sf. of auto-related space

(200) sf. of office space

(3,125) sf. of industrial space



Potential Site A37

Address: 509, 503 Liberty Avenue

B: 3961 **L:** 26, 27

Lot Area: 7,500 sf.

M1-1 to M1-4/R6A

Description: Funeral Home, Auto Repair

No Action:

The site would remain unchanged as a commercial and auto-related space with a total floor area of 10,000 sf. (1.33 FAR); containing approximately 5,000 sf. of auto-related space and 5,000 sf. of community facility space.

With Action:

A mixed-use residential and commercial development with a total floor area of 27,000 sf. (3.6 FAR); containing approximately 5,850 sf. of light industrial space, and 21,150 sf. of residential space that would yield 21 dwelling units.

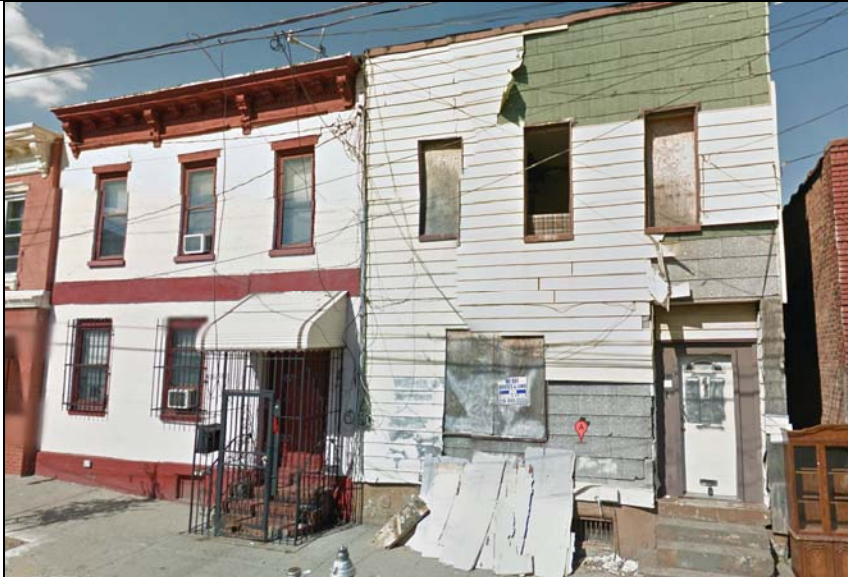
Increment:

+ 21,150 sf. of residential (+ 21 DUs)

5,850 sf. of light industrial space

(5,000) sf. of auto-related space

(5,000) sf. of commercial space



Potential Site A38

Address: 495, 493 Liberty Avenue

B: 3961 **L:** 29, 30

Lot Area: 5,000 sf.

M1-1 to M1-4/R6A

Description: Residential

No Action:

The site would remain unchanged as a residence with a total floor area of sf. 3,900 (0.78 FAR) for 2 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 18,000 sf. (3.6 FAR); containing approximately 3,600 of commercial retail space, and 14,400 sf. of residential space that would yield 14 dwelling units.

Increment:

+ 10,500 sf. of residential (+ 11 DUs)

+ 3,600 sf. of commercial space



Potential Site A39

Address: 257 Hendrix Street

B: 3963 **L:** 3

Lot Area: 5,000 sf.

C8-2 to R6A

Description: Auto Garage, Residential

No Action:

The site would remain unchanged as a residence and commercial retail with a total floor area of 4,287 sf. (0.86 FAR); containing approximately 3,037 sf. of garage space and 1 dwelling unit with 10 parking spaces.

With Action:

A residential development with a total floor area of 18,000 sf. (3.6 FAR) that will yield 18 dwelling units and five parking spaces.

Increment:

+ 16,750 residential units (+ 17 DUs)

(3,037) sf. of garage space

+ 5 residential parking spaces



Potential Site A40

Address: 277, 273 Barbey Street

B: 3965 **L:** 3, 4

Lot Area: 5,000 sf.

R5 to R6A

Description: Residential

No Action:

The site would remain unchanged as a residence with a total floor area of 2,282 sf. (0.46 FAR) with three dwelling units.

With Action:

A Residential development with a total floor area of 18,000 sf. (3.6 FAR) that will yield 18 dwelling units and 5 parking spaces.

Increment:

+ 15,718 sf. of residential (+ 17 DUs)



Potential Site A41

Address: 269, 267 Barbey Street

B: 3965 **L:** 6, 7

Lot Area: 6,250 sf.

R5 to R6A

Description: Residential

No Action:

The site would remain unchanged as a residence with a total floor area of 4,136 sf. (0.66 FAR) to yield four dwelling units.

With Action:

A residential development with a total floor area of 22,500 sf. (3.6 FAR) that could yield 22 dwelling units and 6 parking spaces.

Increment:

+ 18,364 sf. of residential (+ 19 DUs)



Potential Site A42

Address: 599, 597 Liberty Avenue

B: 3965 **L:** 32, 33

Lot Area: 5,300 sf.

R5 to R6A

Description: Residential, Manufacturing

No Action:

The site would remain unchanged as a residence and lfacility with a total floor area of 19,080 sf. (3.6 FAR); containing approximately 3,816 sf. of commercial retail, 2 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 19,080 sf. (3.6 FAR); containing approximately 15,264 sf. of residential space that would yield 15 dwelling units, 3,816 sf. of retail space, and 8 parking spaces.

Increment:

+ 12,861 sf. of residential (+ 13 units)

+ 3,816 commercial space

(3,100) industrial space



Potential Site A43

Address: 2926, 2928, 2930, 2932 Atlantic Avenue and 218, 220 Ashford Street

B: 3967 **L:** 19, 20, 21, 22, 24, 25

Lot Area: 16,629 sf.

C8-2 and R5 to R8A/C2-4 and R6A

Description: One & Two Family, Mixed Residential & Commercial, Mixed Residential & Commercial, Storage, Storage, and Storage/House of Worship

No Action:

The site would remain unchanged as a residential and storage facility with a total floor area of 20,457 sf. (1.23.FAR); containing approximately 1,266 sf. of commercial retail, 500 sf. of office space, 8,560 sf. of storage space, 500 sf. of garage space 6,460 sq of community facility space, 1 dwelling unit and 2 parking spaces.

With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 119,729 sf. (7.2 FAR); containing approximately 83,004 sf. of residential space that would yield 83 dwelling units, 10,493 sf. of commercial retail space, 26,232 sf. of community facility space, and 27 parking spaces.

Increment:

+ 9,227 sf. of residential (+ 80 DUs)

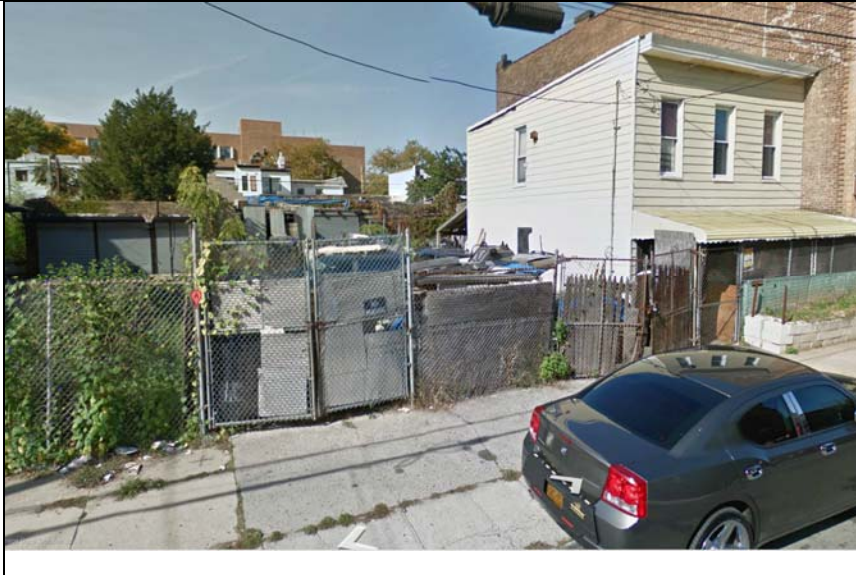
+ 9,227 sf. of commercial space

+ 19,772 sf. of C Fac space

(500) sf. office space

(8650) sf. of storage space

(500) sf. of garage space



Potential Site A44

Address: 278, 282, 286 Essex Street

B: 3971 **L:** 39, 40, 41

Lot Area: 7,827 sf.

R5 to R6A

Description: One & Two Family Home, Surface Parking

No Action:

One existing residential and two new residential developments with a total floor area of 7,598 sf. (0.97 FAR); containing approximately 7 dwelling units and 7 parking spaces.

With Action:

A residential development with a total floor area of 28,177 sf. (3.6 FAR) for 28 dwelling units and 7 parking spaces.

Increment:

+ 20,579 residential units (+21 DUs)



Potential Site A45

Address: 294,298, 286 Essex Street

B: 3971 **L:** 44, 45

Lot Area: 5,175 sf.

R5/C2-3 to R6A

Description: One & Two Family Home, Multi-family Walkup Building

No Action:

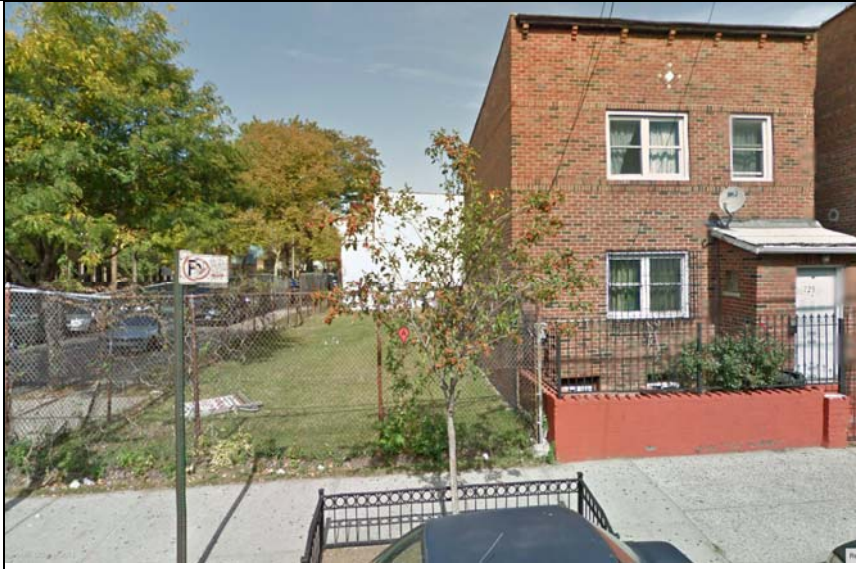
The site would remain unchanged as a residence with a total floor area of 3,200 sf. (0.62 FAR) yielding two dwelling units and two parking spaces.

With Action:

A residential development with a total floor area of 18,630 sf. (3.6 FAR) that would yield 18 dwelling units and five parking spaces.

Increment:

+ 15,430 sf. of residential (+ 16 Units)



Potential Site A46

Address: 725 Liberty Avenue and Liberty Avenue (intersection at Linwood Street)

B: 3971 **L:** 53, 54

Lot Area: 5,000 sf.

R5/C2-3 to R6A/C2-4

Description: One & Two Family Home, Vacant Lot

No Action:

The site would remain unchanged as a residence and vacant lot with a total floor area of 1,000 sf. (0.20 FAR); with one dwelling unit.

With Action:

A mixed-use residential and commercial development with a total floor area of 18,000 sf. (FAR 3.6); that would yield 13 dwelling units, 4,050 sf. of retail space, and three parking spaces.

Increment:

+ 12,950 sf. of residential (+ 12)

+ 4,050 sf. of commercial retail



Potential Site A47

Address: 3028, 3038 Atlantic Avenue

B: 3972 **L:** 20, 22

Lot Area: 13,619 sf.

M1-1 to R8A/C2-4

Description: Mixed Residential & Commercial; Industrial & Manufacturing

No Action:

The site would remain unchanged as a residence, semi-industrial and commercial retail facility with a total floor area of 31,349 sf. (2.30 FAR); containing approximately 3,806 sf. of commercial retail, 7,833 sf. of office space, 7,833 sf. of other commercial space, 7,833 sf. of semi-industrial space, 4 dwelling units and 56 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 98,057 sf. (7.2 FAR); containing approximately 87,327 sf. of residential space that would yield 87 dwelling units, 10,730 sf. of retail space, and 28 parking spaces.

Increment:

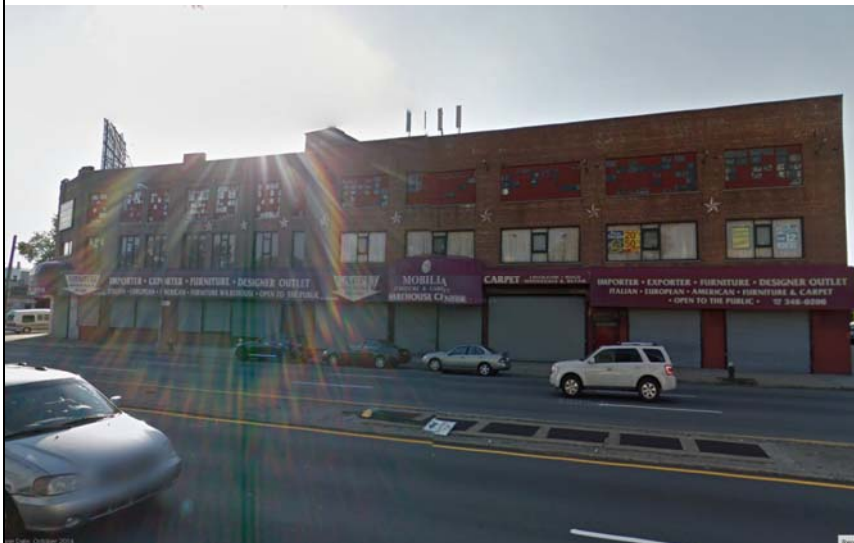
+ 83,284 sf. of residential + 83

+ 6,924 sf. of commercial space

(7,833) sf. of office space

(7,833) sf. of other commercial space

(7,833) sf. of industrial space



Potential Site A48

Address: 3144 and 3156 Atlantic Avenue

B: 3976 **L:** 31, 35

Lot Area: 25,630 sf.

M1-1 to R8A/C2-4

Description: Furniture Outlet Store, Furniture Outlet Store

No Action:

The site would remain unchanged as a storage space and commercial retail with a total floor area of 78,137 sf. (3.05 FAR); containing approximately 15,227 sf. of commercial retail, 1,000 sf. of office space, and 61,910 sf. of storage.

With Action:

A mixed-use residential and commercial development with a total floor area of 184,594 sf. (7.2 FAR); containing approximately 112,807 sf. of residential space yielding 112 dwelling units, 13,010 sf. of retail space, 7,500 sf. of restaurant space, 51,276 sf. of office space and 95 parking spaces.

Increment:

+ 112,807 sf. of residential (+112 DUs)

(2,217) sf. of commercial space

+ 7,500 sf. of restaurant space

+ 50,276 sf. of office space

(61,910) sf. of storage space



Potential Site A49

Address: 570, 576, 580, 582 Liberty Avenue

B: 3980 **L:** 14, 15, 17, 19

Lot Area: 12,575 sf.

M1-1 to M1-4/R6A

Description: Industrial & Manufacturing; Industrial & Manufacturing; Industrial & Manufacturing; Mixed Residential & Commercial

No Action:

The site would remain unchanged as a mixed use commercial residence, industrial facility with a total floor area of 12,280 sf. (0.98 FAR); containing approximately 2,500 sf. of commercial retail, 280 sf. of office space, 4,125 sf. of storage, 4,750 sf. of industrial space with 15 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 45,270 sf. (3.6 FAR); containing 36,216 sf. of residential space yielding 36 units, and 9,054 sf. of retail space.

Increment:

+ 35,591 residential units (+ 36 DUs)

+ 6,554 sf. of commercial space

(280) sf. of office space

(4,125) sf. of storage space

(4,750) sf. of industrial space



Potential Site A50

Address: 626, 630 Liberty Avenue

B: 3982 **L:** 17, 18

Lot Area: 7,500 sf.

R5 to R6A/C2-4

Description: One & Two Family; Mixed Residential & Commercial

No Action:

The site would remain unchanged as a residence and commercial retail with a total floor area of 6,365 sf. (0.97 FAR); containing approximately 1,300 sf. of commercial retail 575 sf. of garage space, three dwelling units and 2 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 27,000s sf. (3.6 FAR); containing approximately 20,700 sf. of residential space that would yield 20 dwelling units, 6,300 sf. of retail space, and 11 parking spaces.

Increment:

+ 16,210 residential units (+17 DUs)

+ 5,000 sf. of commercial space

(575) sf. of garage space



Potential Site A51

Address: 98, 112, 114 Berriman Street

B: 3989 **L:** 20,24

Lot Area: 17,500 sf.

M1-1 to R6A

Description: Manufacturing; Open Air Truck/Construction Storage; Open Air Truck/Construction Storage

No Action:

The site would remain unchanged as an open air storage facility with a total floor area of 10,500 sf. (0.60 FAR) of semi-industrial use.

With Action:

A residential development with a total floor area of 63,000 sf. (3.6 FAR) 63 dwelling units, and 16 parking spaces.

Increment:

+ 63,000 sf. of residential (+63 DUs)

(10,500) sf. of industrial space



Potential Site A52

Address: 2271, 2265, 2263, 2267 Pitkin Avenue

B: 3995 **L:** 29,31, 32, 129

Lot Area: 12,000 sf.

R5 to R7A/C2-4

Description: Residential; Residential; Residential; Residential

No Action:

The site would remain unchanged as a residence with a total floor area of 16,010 sf. (1.33 FAR); containing approximately 13 dwelling units and 12 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 55,200 sf. (4.6 FAR); containing approximately 45,660 sf. of residential space that would yield 45 dwelling units, 9,540 sf. of retail space and 21 parking spaces.

Increment:

+ 29,650 sf. of residential (+ 32 DUs)

+ 9,540 sf. of commercial space



Potential Site A53

Address: 390, 392 Shepherd Avenue

B: 4004 **L:** 19,20

Lot Area: 5,000 sf.

R5 to R6A

Description: Vacant land; vacant land

No Action:

A new residential development with a total floor area of 6,250 sf. (1.25 FAR); containing approximately three dwelling units and three parking spaces.

With Action:

A residential building with a total floor area of 18,000 sf. (3.6 FAR) that would yield 18 dwelling units and five parking spaces.

Increment:

+ 11,750 sf. of residential (+ 12 DUs)



Potential Site A54

Address: 2424, 2426, 2428, 2430, Pitkin Avenue; 488 Linwood Street, 2432 Pitkin Avenue

B: 4018 **L:** 15, 16, 17, 18, 19, 118

Lot Area: 8,225 sf.

R5/C2-3 to R7A/C2-4

Description: Retail/Residential; Retail/Residential; Retail/Residential; Retail/Residential; Parking Facilities; Laundromat/Residential

No Action:

The site would remain unchanged as a mixed use commercial and residential with a total floor area of 9,540 sf. (1.16 FAR); containing approximately 4,770 sf. of commercial retail, one dwelling unit and one parking space;.

With Action:

A mixed-use residential and commercial development with a total floor area of 37,835 sf. (4.60 FAR); containing approximately 31,953 sf. of residential space that would yield 31 dwelling units, 5,882 sf. of retail space, and 14 parking spaces.

Increment:

+ 27,183 sf. of residential units (+ 26 DUs)

+ 1,112 sf. of commercial space



Potential Site A55

Address: 2566 Pitkin Avenue

B: 4024 **L:** 18

Lot Area: 9000 sf.

R5 / C1-3 to R7A/C2-4

Description: A Castle for Classy Kids (Daycare Center) and interior decoration commercial

No Action:

The site would remain unchanged as a commercial facility with a total floor area of 10,590 sf. (1.00 FAR); containing approximately 3,000 sf. of commercial retail and 6,000 of community facility.

With Action:

A mixed-use residential and commercial development with a total floor area of 41,400 sf. (4.60 FAR) containing 8,100 sf. commercial area, 33 dwelling units, and 16 parking spaces.

Increment:

+ 33,300 sf. of residential units (+ 33 DUs)

+ 5,100 sf. of retail



Potential Site A56

Address: 3175 Fulton Street

B: 4126 **L:** 1

Lot Area: 11,350 sf.

R5/C2-3 to R6A/C2-4

Description: Discount supply store

No Action:

The site would remain unchanged as a commercial retail with a total floor area of 14,500 sf. (1.28 FAR); containing approximately 7,250 sf. of commercial retail and 7,250 sf. of restaurant space.

With Action:

A mixed-use residential and commercial development with a total floor area of 40,860 sf. (4.6 FAR) containing approximately 10,215 sf. of commercial retail, 34050 sf. community facility area, 30 dwelling units and 18 parking spaces.

Increment:

+ 30,645 sf. of residential (+ 30 DUs)

+ 2,965 sf. of retail, - 7250 of restaurant area



Potential Site A58

Address: 96A,104 Fountain Avenue; 909,895 Liberty Avenue

B: 4154 **L:** 92,93,94,95

Lot Area: 13,583 sf.

R5/C2-3 to R6A/C2-4

Description: Deli and convenience store

No Action:

The site would remain unchanged as a commercial retail space with a total floor area of 10,682 sf. (0.79 FAR) containing approximately 1,700 sf. of commercial retail, 6,000 sf. of storage, two dwelling units and two parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 48,899 sf. (3.6 FAR); containing approximately 10,139 sf. of commercial retail with 38 dwelling units.

Increment:

+ 35,777 sf. of residential units (+ 36 DUs)

+ 8,439 sf. of retail

(6,000) sf. storage area



Potential Site A59

Address: 413 Liberty Avenue

B: 3689 **L:** 1

Lot Area: 36,050 sf.

M1-1 to M1-4/R6A

Description: Plumbing supply company

No Action:

The site would remain unchanged as a commercial area with a total floor area of 36,050 sf. (1.0 FAR) containing approximately 36,050 sf. of commercial & office/industrial supply space.

With Action:

A mixed-use residential and commercial development with a total floor area of 129,780 sf. (3.6 FAR); containing approximately 32,445 sf. community facility area, and 97 dwelling units.

Increment:

+ 61,285 sf. of residential (+ 61 DUs)

+ 32,455 sf. of industrial



Potential Site A60

Address: 3320, 3342 Atlantic Avenue

B: 4162 **L:** 2, 10

Lot Area: 5861 sf.

C8-1 to R7A/C2-4

Description: Auto-Repair/Surface Parking Lot / Residential

No Action:

The site would remain unchanged as residential and auto-related use with a total floor area of 3,504 sf. (0.60 FAR); containing approximately 1,560 sf. of auto-related use and one dwelling unit.

With Action:

A mixed-use residential and commercial development with a total floor area of 26,961 sf. (4.6 FAR), containing approximately 5,094 sf. of commercial retail, 21 dwelling units and 10 parking spaces.

Increment:

+ 19,923 sf. of residential (+ 20 DUs)

+ 5,094 sf. of retail,

(1,560) sf. auto-related



Potential Site A61

Address: 2651 Pitkin Avenue

B: 4211 **L:** 43

Lot Area: 6000 sf.

R5 to R7A/C2-4

Description: Parking lot and temporary event space

No Action:

The site would remain unchanged as an auto-related development with a total floor area.

With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 27,600 sf. (4.6 FAR) containing approximately 4,160 sf. of commercial retail, 5,200 sf. of community facility space, 18 dwelling units and nine parking spaces.

Increment:

+ 18,240 sf. of residential (+ 18 DUs)

+ 4160 sf. of retail



Potential Site A62

Address: 2800 Atlantic Avenue

B: 3962 **L:** 9, 2

Lot Area: 35,164 sf.

C8-2 to R6A/C2-4

Description: Commercial Restaurant

No Action:

The site would remain unchanged as a commercial retail development with a total floor area of 3,018 sf. (0.09 FAR); containing approximately 3,018 sf. of restaurant space and 35 parking spaces.

With Action:

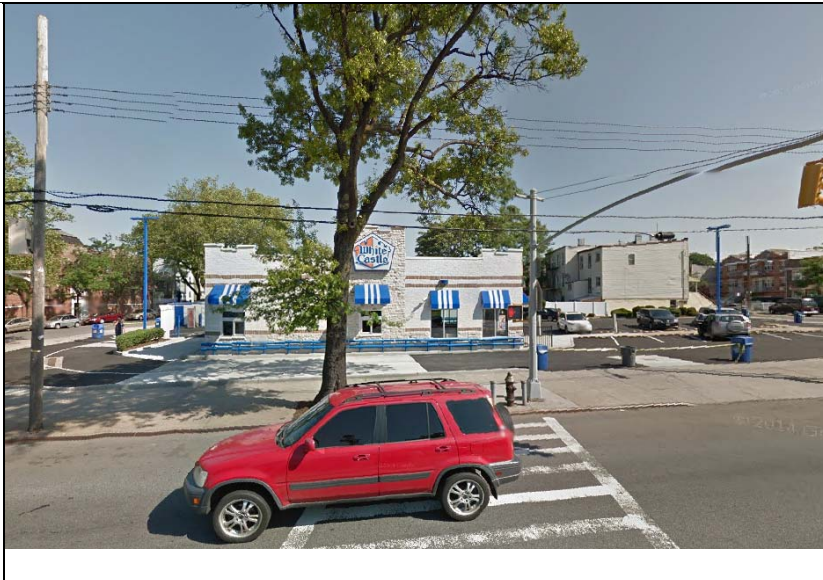
A mixed-use residential and commercial development with a total floor area of 199,001 sf. (5.66 FAR) containing approximately 28,705 sf. of commercial retail, 7,500 sf. of restaurant space, 162 dwelling units and 72 parking spaces.

Increment:

+ 162,795 sf. of residential (+ 162 DUs)

+ 28,705 sf. of retail

+ 4482 sf. restaurant area



Potential Site A63
Address: 3101 Atlantic Avenue
B: 3958 L: 49
Lot Area: 20,653 sf.
C8-2 to R8A/C2-4
Description: White Castle Restaurant
No Action:
The site would remain unchanged as a commercial retail development with a total floor area of 4,332 sf. (0.21 FAR) for restaurant space.
With Action:
A mixed-use residential and commercial development with a total floor area of 148,702 sf. (7.2 FAR) containing approximately 14,846 sf. of commercial retail, 133 dwelling units and 42 parking spaces.
Increment:
+ 133,856 sf. of residential (+ 133 DUs)
+ 14,846 sf. of retail,
(4,332) sf. of restaurant area



Potential Site A64

Address: 3179 Atlantic Avenue

B: 4137 **L:** 44

Lot Area: 27,519 sf.

M1-1 to C4-4D

Description: Wendy's Restaurant

No Action:

The site would remain unchanged as a commercial retail development with a total floor area of 3,300 sf. (0.12 FAR) for restaurant use and 35 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 198,137 sf. (7.20 FAR) containing approximately 24,767 sf. of commercial retail, 173 dwelling units and 60 parking spaces.

Increment:

+ 173,369 sf. of residential (+ 173 DUs)

+ 24,767 sf. of retail

(3,300) sf. restaurant area



Potential Site A65	
Address: 390 Liberty Avenue	
B: 3705 L: 16	
Lot Area: 17,648 sf.	
M1-1 to M1-4/R6A	
Description: Mattress factory; commercial office space	
No Action:	
The site would remain unchanged as a commercial office development with a total floor area of 33,296 sf. (1.89 FAR); containing approximately 15,648 sf. of office space and 17,648 sf. of community facility space.	
With Action:	
A mixed-use residential and commercial development with a total floor area of 63,533 sf. (3.6 FAR); containing approximately 12,283 sf. commercial retail, and 51 dwelling units.	
Increment:	
+ 51, 249 sf. of residential (+ 51 DUs)	
+ 12,283 sf. of retail ,	
(15,648) sf. office area	
(17,748) sf. other commercial	



Potential Site A66

Address: 118, 120 New Jersey Avenue

B: 3670 **L:** 25, 27

Lot Area: 7,500 sf.

C8-2 to C4-4L

Description: Discount Surgical Stockings commercial space

No Action:

The site would remain unchanged as a residence and storage facility with a total floor area of 4,668 sf. (0.62 FAR); containing approximately 2,625 sf. of storage, and two dwelling units.

With Action:

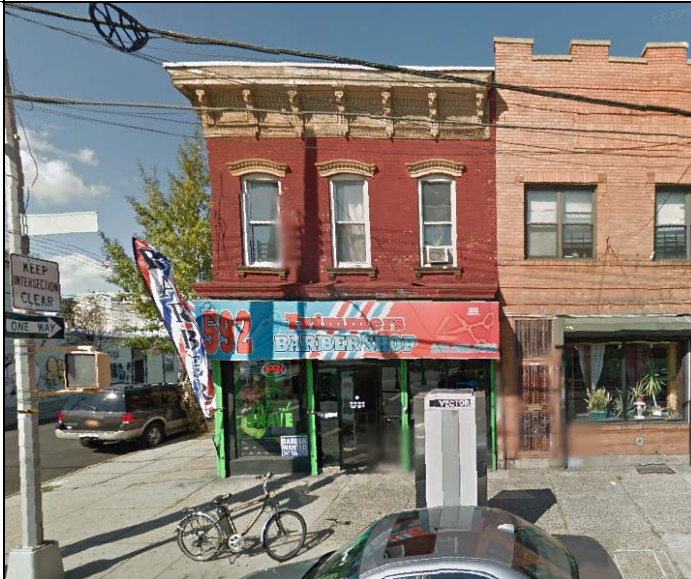
A mixed-use residential and commercial development with a total floor area of 34,500 sf. (4.6 FAR); containing approximately 4,725 sf. of commercial retail, 29 dwelling units and seven parking spaces.

Increment:

+ 27,732 sf. of residential (+ 27 DUs)

+ 4725 sf. of retail,

(2,625) sf. storage area



Potential Site A67

Address: 2703, 2697, 2695, 2693 Atlantic Avenue

B: 3672 **L:** 48, 49, 50, 51

Lot Area: 7,657 sf.

C8-2 to C4-4D

Description: Barber shop retail establishment

No Action:

The site would remain unchanged as a residence with a total floor area of 13,500 sf. (1.56 FAR); containing approximately 1,890 sf. of commercial retail, 5,750 sf. of office space, and 5 dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 55,130 sf. (7.20 FAR); containing approximately 5,811 sf. of commercial retail, 49 dwelling units and 16 parking spaces.

Increment:

+ 44,992 sf. of residential (+ 47 DUs)

+ 1921 sf. of retail, -5720 sf. office area



Potential Site A68

Address: 2618, 2620, 2624 Atlantic Avenue

B: 3686 **L:** 15, 16, 17

Lot Area: 11,184 sf.

M1-1 to C4-4D

Description: Auto parts supply store

No Action:

The site would remain unchanged as a residence and commercial retail with a total floor area of 16,900 sf. (1.36 FAR); containing approximately 2,760 sf. of commercial retail, 2,290 sf. of auto-related use, 3,625 sf. of commercial space, and six dwelling units.

With Action:

A mixed-use residential and commercial development with a total floor area of 80,525 sf. (7.20 FAR) containing approximately 8,707 sf. of commercial retail, 71 dwelling units and 23 parking spaces.

Increment:

+ 65,248 sf. of residential (+ 65 DUs)

+ 59,47 sf. of retail, -2290 sf. auto-related, -3625 sf. other commercial

+ 9 commercial exempt parking space



Potential Site A69	
Address: 2628, 2632 Atlantic Avenue	
B: 3686 L: 19, 21	
Lot Area: 8,192 sf.	
C8-2 to C4-4D	
Description: Apartment building	
No Action:	
The site would remain unchanged as a residence and commercial retail with a total floor area of 21,768 (2.66 FAR); containing approximately 3,200 sf. of commercial retail, 12,168 sf. of office area, and six dwelling units.	
With Action:	
A mixed-use residential and commercial development with a total floor area of 58,982 sf. (7.20 FAR); containing approximately 6,459 sf. of community facility, 52 dwelling units and 17 parking spaces.	
Increment:	
+ 46,122 sf. of residential (+ 46 DUs)	
+ 3259 sf. of retail,	
(12,168) sf. office area	



Potential Site A70

Address: 2664 Atlantic Avenue

B: 3687 **L:** 112

Lot Area: 19,931 sf.

C8-2 to C4-4D

Description: M&T Bank

No Action:

The site would remain unchanged as a retail bank with a total floor area of 4,505 sf. (0.23 FAR); containing approximately 4,505 sf. of commercial and 26 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 143,503 sf. (7.20 FAR); containing approximately 17,938 Sf. of commercial retail, 125 dwelling units and 43 parking spaces.

Increment:

+ 125,565 sf. of residential (+ 125 DUs)

+ 17,938 sf. of retail

(4,505) sf. office area



Potential Site A71

Address: 179 Vermont Street

B: 3689 **L:** 11

Lot Area: 9,361 sf.

C8-2 to M1-4/R6A

Description: Commercial space

No Action:

The site would remain unchanged as a commercial facility with a total floor area of 9,361 sf. (1.0 FAR) for storage.

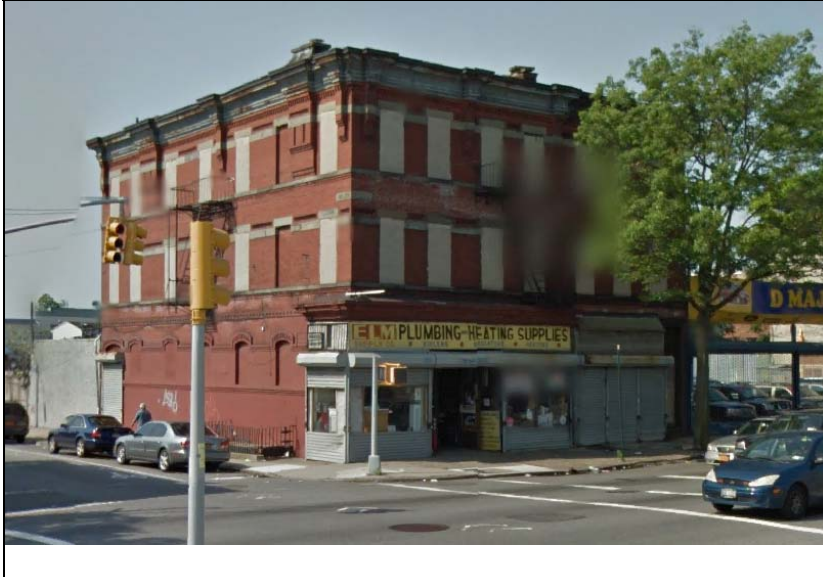
With Action:

A residential development with a total floor area of 33,700 sf. (3.6 FAR) for residential use that includes 33 dwelling units.

Increment:

+ 33,700 sf. of residential (+ 33 DUs)

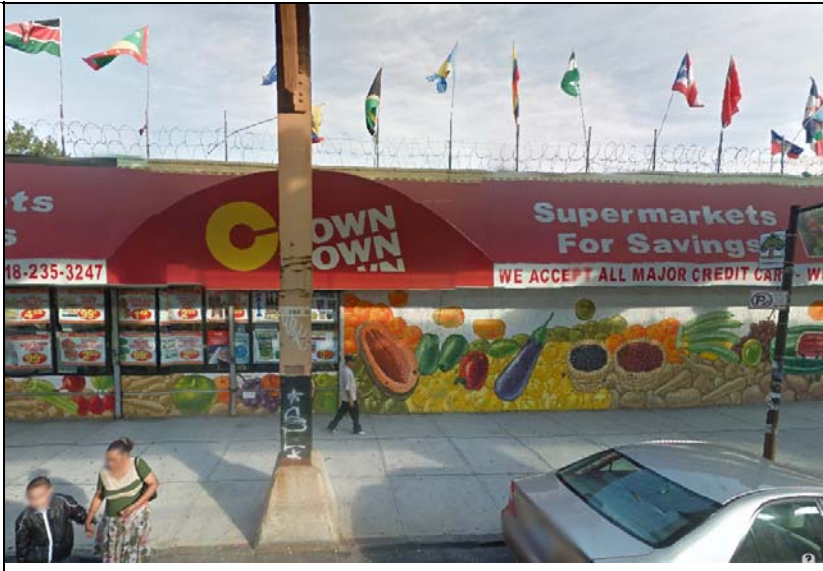
(9,361) sf. storage area



Potential Site A72	
Address: 2762, 2764 Atlantic Avenue; 216, 220 Miller Avenue	
B: 3691 L: 14, 15, 16, 18	
Lot Area: 10,528 sf.	
C8-2 to R8A/C2-4	
Description: Plumbing-Heating Supply Store	
No Action:	
The site would remain unchanged as a residence, commercial and storage facility with a total floor area of 11,348 sf. (1.08 FAR); containing approximately 5,580 sf. of residential area that would yield 5 dwelling units, 2,610 sf. of commercial retail 3,158 sf. of storage area and 3 parking spaces.	
With Action:	
A mixed-use residential and commercial development with a total floor area of 54,201 sf. (5.15 FAR); containing approximately 3,697 sf. of commercial retail, 48 dwelling units and 8 parking spaces.	
Increment:	
+ 44,923 residential units (+43 DUs)	
+ 1,087 sf. of retail,	
(3,158) sf. storage area	



Potential Site A73	
Address: 189 Pennsylvania Avenue	
B: 3721 L: 1	
Lot Area: 47,600 sf.	
C8-2 to C4-4D	
Description: Vacant land	
No Action:	
A new commercial development with a total floor area of 95,200 sf. (2.0 FAR) for a self- storage unit. The site would have a 25 foot high building with 48 parking spaces.	
With Action:	
A mixed-use residential, commercial, and community facility development with a total floor area of 342,720 sf. (7.20 FAR); containing approximately 129,472 sf of commercial space, 55,740 sf. of community facility, 157 dwelling units, and 217 parking spaces.	
Increment:	
+ 157,508 sf. of residential (+ 157 DUs)	
(95,200) sf. storage area,	
+129,472 sf. other commercial	
+ 55,740 sf community facility	



Potential Site A74

Address: 2869 Fulton Street

B: 3936 **L:** 42

Lot Area: 14,732 sf.

R5/C2-3 to R6A/C2-4

Description: C-Town supermarket

No Action:

The site would remain unchanged as a commercial retail with a total floor area of 9,000 sf. (0.61 FAR); for a supermarket space.

With Action:

A mixed-use residential and FRESH supermarket development with a total floor area of 66,294 sf. (3.6 FAR); containing 13,259 sf. for FRESH, 53 dwelling units, and 13 parking spaces.

Increment:

+ 53 ,035 sf. of residential (+53 DUs)

(9,000) sf. supermarket area,

+ 13,259 sf. FRESH area



Potential Site A75

Address: 2841 Atlantic Avenue

B: 3949 **L:** 1

Lot Area: 15,000 sf.

C8-2 to R8A/C2-4

Description: Beer distribution center

No Action:

The site would remain unchanged as a commercial and storage facility with a total floor area of 14,905 sf. (0.99 FAR); containing approximately 9,800 sf. commercial retail, and 5,105 sf. storage space.

With Action:

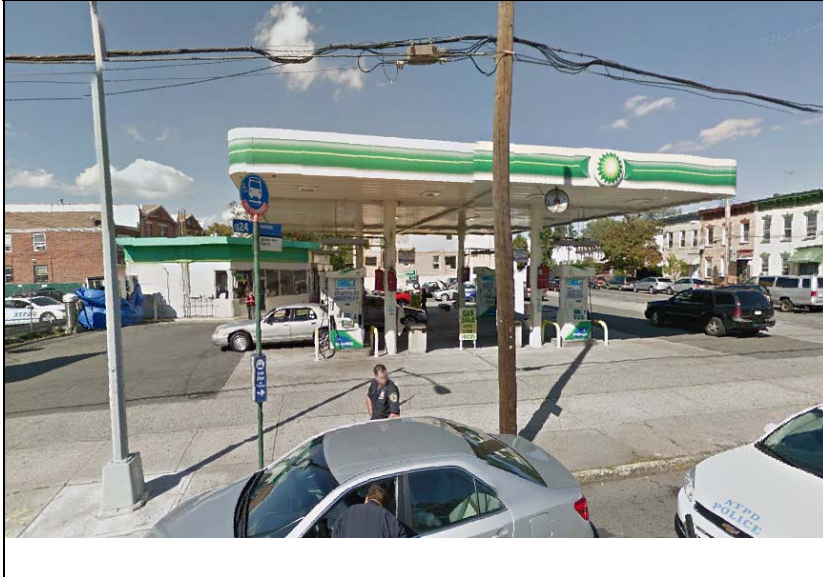
A mixed-use residential and commercial development with a total floor area of 108,000 sf. (7.20 FAR); containing approximately 13,500 sf. of commercial space, 94 dwelling units and 33 parking spaces.

Increment:

+ 94 residential units

+3700 sf. of retail,

(5,105) sf. storage area



Potential Site A76

Address: 3123 Atlantic Avenue

B: 3959 **L:** 52

Lot Area: 11,061 sf.

C8-2 to R8A/C2-4

Description: British Petroleum gas station

No Action:

The site would remain unchanged as a commercial, auto- related development with a total floor area of 1,845 sf. (0.17 FAR) for auto-related use.

With Action:

A mixed-use residential and commercial development with a total floor area of 79,639 sf. (7.2 FAR); containing approximately 3,144 sf. of commercial retail, 5,000 sf. of restaurant space, 71 dwelling units and 22 parking spaces.

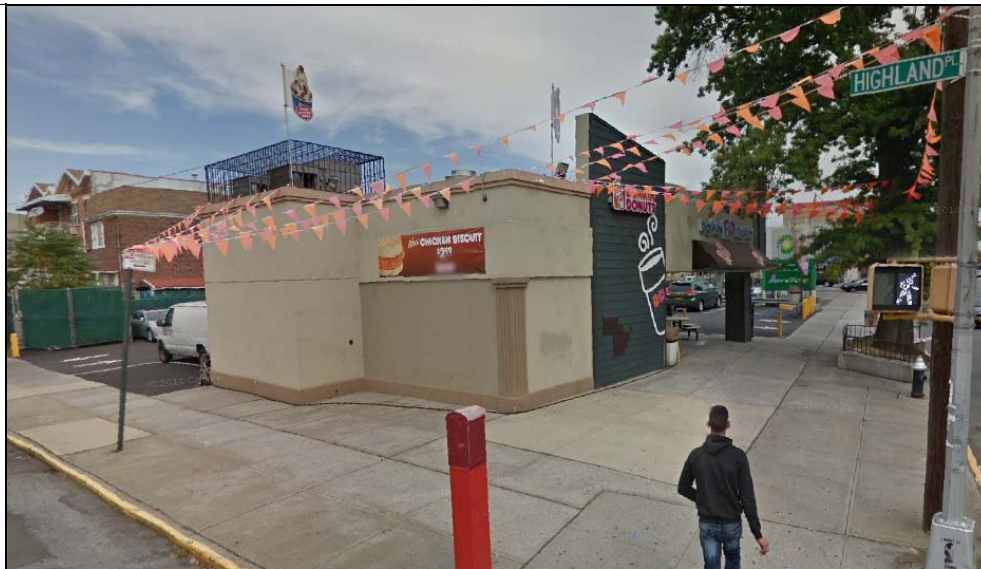
Increment:

+ 71,494 sf. of residential (+71 DUs)

+ 3144 sf. of retail

+5,000 sf. restaurant area

(1,845) sf. auto-related



Potential Site A77

Address: 245 Highland Place

B: 3959 **L:** 54

Lot Area: 11,164 sf.

C8-2 to R8A/C2-4

Description: Dunkin Donuts/Baskin Robbins food establishment with parking lot

No Action:

The site would remain unchanged as a commercial retail facility with a total floor area of 3,167 sf. (0.28 FAR); containing approximately 1,500 sf. of commercial retail and 1,667 sf. of storage.

With Action:

A mixed-use residential and commercial development with a total floor area of 80,380 sf. (7.20 FAR) with approximately 8,222 sf of commercial space, 72 dwelling units and 22 parking spaces.

Increment:

+ 72,158 sf. of residential (+ 72 DUs)

+ 6,722 sf of commercial

(1,667) sf. storage area



Potential Site A78

Address: 3118 Fulton Street

B: 3960 **L:** 21

Lot Area: 9,471 sf.

R5/C2-3 to R6A/C2-4

Description: Retail

No Action:

The site would remain unchanged as a commercial retail facility with a total floor area of 9,471 sf. (1.0 FAR); for commercial retail or office use.

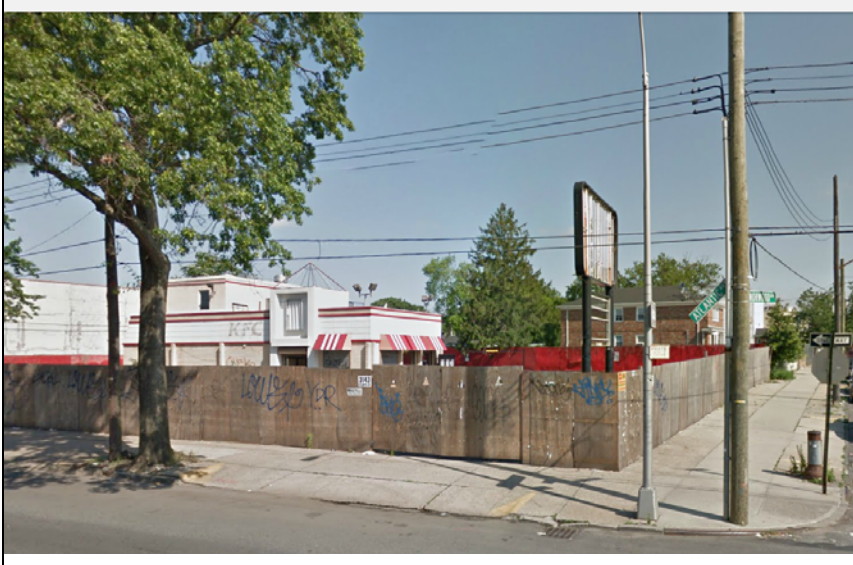
With Action:

A mixed-use residential, commercial and community facility development with a total floor area of 34,096 sf. (3.60 FAR); containing approximately 17.048 sf. of community facility development, 17 dwelling units, and 21 parking spaces.

Increment:

+ 17,048 sf. of residential (+ 17 DUs)

+ 7,557 sf. of retail



Potential Site A79

Address: 3161 Atlantic Avenue

B: 3960 **L:** 58

Lot Area: 22,049 sf.

C8-2 to C4-4D

Description: Vacant Land (former drive-thru restaurant)

No Action:

A new commercial development with a total floor area of 3,911 sf. (0.18 FAR) for a restaurant. The site would include 25 parking spaces.

With Action:

A mixed-use residential and commercial development with a total floor area of 158,753 sf. (7.2 FAR); containing approximately 17,023 sf. of commercial retail, 141 dwelling units and 45 parking spaces.

Increment:

+ 141,730 sf. of residential (+ 141 DUs)

+ 17,023 sf. of retail

(3,911) sf. of restaurant space



Potential Site A80

Address: Van Siclen Avenue; 183 Van Siclen Avenue

B: 3962 **L:** 1, 2

Lot Area: 7,500

C8-2 to R6A

Description: Parking, Industrial/Manufacturing

No Action:

The site would remain unchanged as an industrial and parking facility with a total floor area of 4,000 sf. (0.53 FAR) for industrial usage.

With Action:

A residential development with a total floor area of 27,000 sf. (3.6 FAR) that would yield 27 dwelling units and seven parking spaces.

Increment:

+27,000 sf. of residential (+ 27 DUs)

(4,000) sf. of industrial usage



Potential Site A81

Address: 2822 Atlantic Avenue

B: 3963 **L:** 8

Lot Area: 15,100 sf.

C8-2 to R8A/C2-4

Description: Transportation and utility

No Action:

The site would remain unchanged as an auto-related facility with a total floor area of 3,120 sf. (0.21 FAR) for auto-related, and transportation use.

With Action:

A mixed-use residential and commercial development with a total floor area of 108,720 sf. (7.2 FAR); containing approximately of 13,590 sf. of commercial retail, 95 dwelling units and 33 parking spaces.

Increment:

+ 95,150 sf. of residential (+ 95 DUs)

+ 10,470 sf. of retail



Potential Site A82

Address: 194 Schenck Avenue

B: 3963 **L:** 18

Lot Area: 5,000 sf.

C8-2 to R6A

Description: Industrial and Manufacturing

No Action:

The site would remain unchanged as an industrial and manufacturing facility with a total floor area of 5,000 sf. (1.0 FAR).

With Action:

A residential development with a total floor area of 18,000 sf. (3.6 FAR) that would yield 18 dwelling units and 5 parking spaces.

Increment:

+ 18,000 sf. of residential (+18 DUs)

(5,000) sf. commercial



Potential Site A83

Address: 555 Liberty Avenue

B: 3963 **L:** 26

Lot Area: 7,458 sf.

M1-1 to M1-4/R6A

Description: House of Worship

No Action:

The site would remain unchanged as a community facility with a total floor area of 11,176 sf. (1.50 FAR); for community facility use with 37 parking spaces.

With Action:

A residential development with a total floor area of 26,849 sf. (3.60 FAR) that would yield 26 dwelling units.

Increment:

+ 26,849 sf. residential (+26 DUs)



Potential Site A84

Address: 215 Schenk Avenue; 569 Liberty Avenue; 565 Liberty Avenue; 559 Liberty Avenue

B: 3961 **L:** 1, 33, 34, 35

Lot Area: 10,000 sf.

M1-2 to M1-4/R6A

Description: Parking facilities; One and Two Family; Industrial & Manufacturing

No Action:

The site would remain unchanged as a residence, industrial and parking facility with a total floor area of 8,029 sf. (0.80 FAR); containing approximately 298 sf. of commercial retail, 1,052 sf. of office area, 5,519 sf. of industrial space, one dwelling unit and five parking spaces;

With Action:

A residential development with a total floor area of 36,000 sf. (3.6 FAR) that would yield 36 dwelling units.

Increment:

+ 36,000 sf. of residential (+36 DUs)

(298) sf. commercial

(1,052) sf. office space

(5,519) sf. industrial space



Potential Site A85

Address: 583 Liberty Avenue

B: 3965 L: 1

Lot Area: 15,000 sf.

R5 to R6A/C2-4

Description: Warehouse Distribution

No Action:

The site would remain unchanged as a storage facility with a total floor area of 10,000 square feet.

With Action:

A mixed-used residential and commercial development with a total floor area of 54,000 sf. (3.60 FAR); containing approximately 13,500 sf. of commercial retail, 40 dwelling units and 24 parking spaces.

Increment:

+40,500 sf. of residential (+40 DUs)

+3,500 sf. commercial

+ 24 parking spaces

(10,000) sf. storage



Potential Site A86

Address: 2864 Atlantic Avenue

B: 3965 **L:** 11

Lot Area: 18,111 sf.

C8-2 to R8A/C2-4

Description: Transportation and utility

No Action:

The site would remain unchanged as an auto-related facility with a total floor area of 1,597 sf. (0.09 FAR) for auto-related use.

With Action:

A mixed-used residential and commercial development with a total floor area of 130,399 sf. (7.2 FAR); containing approximately 114,099 sf. residential space that would yield 114 Dwelling Units, 16,300 sf. of commercial retail, and 39 dwelling units.

Increment:

+ 114,099 sf. of residential (+114 DUs)

+ 14,703 sf. of commercial

(1,597) sf. auto-related space



Potential Site A87

Address: 2912 Atlantic Avenue; 2916 Atlantic Avenue

B: 3967 **L:** 13,15

Lot Area: 10,303 sf.

C8-2 to R8A/C2-4

Description: Industrial and Manufacturing; Commercial and Office

No Action:

The site would remain unchanged as a mixed- use industrial, commercial and office facility with a total floor area of 18,658 sf. (1.81 FAR); containing approximately 14,501 sf. of office space and 4,157 sf. of community facility space .

With Action:

A mixed-use residential and commercial development with a total floor area of 74,182 sf. (7.20 FAR); containing approximately 66,217 sf. residential space that would yield 66 dwelling units, 7,965 sf. of retail, and 21 parking spaces.

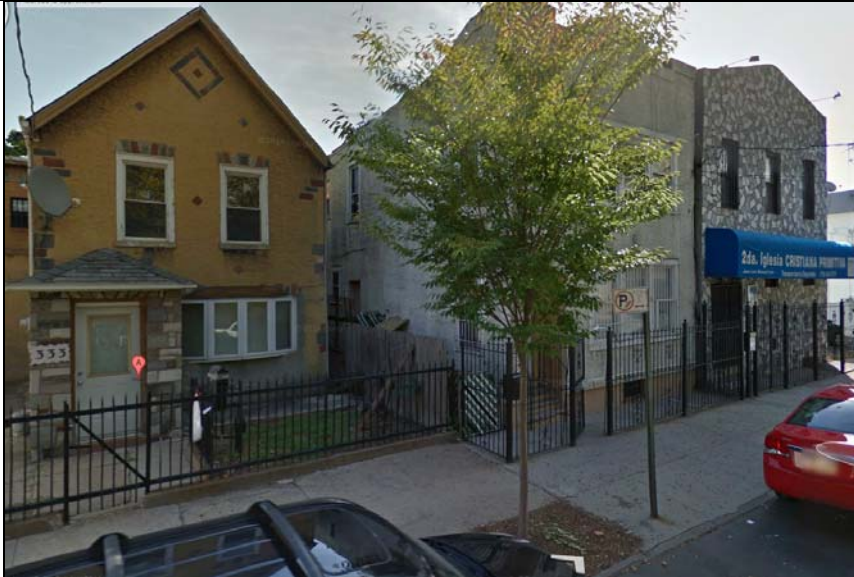
Increment:

+66,217 sf. of residential (+66 DUs)

+7,965 sf. of commercial retail

(14,501) sf. of office space

(4,157 sf. of community facility



Potential Site A88

Address: 335 Linwood Street, 333 Linwood Street

B: 3971 **L:** 10, 11

Lot Area: 7,500 sf.

C8-2 to R6A

Description: One and Two Family; House of Worship

No Action:

The site would remain unchanged as a residence and community facility with a total floor area of 18,658 sf. (1.81 FAR); containing approximately 14,501 sf. of office area and 4,157 sf. community facilities space.

With Action:

A residential development with a total floor area of 27,000 sf. (3.60 FAR) that would yield 27 Dwelling units, 7 parking spaces.

Increment:

+24,991 sf. of residential (+26 DUs)

+ 6 parking spaces



Potential Site A89

Address: 3018 Atlantic Avenue, 3020 Atlantic Avenue, 3024 Atlantic Avenue

B: 3971 **L:** 24, 25, 26

Lot Area: 8,942 sf.

C8-2 to R8A/C2-4

Description: Transportation and Utility; mixed residential and commercial

No Action:

The site would remain unchanged as a residence and auto- related facility with a total floor area of 7,575 sf. (0.85 FAR) containing approximately 4,315 sf. of commercial retail, 500 sf. of auto-related space, and two dwelling units.

With Action:

A mixed use residential and commercial development with a total floor area of 64,382 sf. (7.20 FAR); containing approximately 7,135 sf. of commercial retail, 57 dwelling units and 18 parking spaces.

Increment:

+ 54,486 sf. of residential (+ 55 DUs)

+ 2,320 sf. commercial space

(500) sf. auto-related space



Potential Site A90

Address: 787 Liberty Avenue, 785 Liberty Avenue,

B: 3973 **L:** 57,59

Lot Area: 7,500 sf.

C8-2 to R6A/C2-4

Description: Transportation and Utility; mixed residential and commercial

No Action:

The site would remain unchanged as a residence and auto- related facility with a total floor area of 4,375 sf. (0.58 FAR); containing approximately 1,020 sf. of commercial retail, 1,375 sf. of auto-related space, one dwelling unit and one parking space.

With Action:

A mixed-used residential and commercial development with a total floor area of 27,000 sf. (3.6 FAR); containing approximately 21,150 sf. residential space that would yield 21 dwelling units, 5,850 sf. commercial retail space, and 11 parking spaces.

Increment:

+ 19,170 sf. of residential (+20 DUs)

+ 3,455 sf. commercial space

(1,375) sf. auto-related space



Potential Site A91

Address: 536 Liberty Avenue, 540 Liberty Avenue, 546 Liberty Avenue

B: 3979 **L:** 11, 12, 13

Lot Area: 9,500 sf.

M1-1 to M1-4/R6A

Description: Parking facilities; auto repair; mixed residential and commercial

No Action:

The site would remain unchanged as a residence with surface parking that has a total floor area of 9,008 sf. (0.95 FAR); containing approximately 1,116 sf. of commercial retail, 798 sf. of auto-related use and six dwelling units.

With Action:

A residential development with a total floor area of 34,200 sf. (3.6 FAR) residential that would yield 34 dwelling units.

Increment:

+ 27,106 sf. of residential (+28 DUs)

(1,116) sf. commercial space

(798) sf. auto-related space



Potential Site A92

Address: 742 Liberty Avenue

B: 3987 **L:** 17

Lot Area: 7,504 sf.

R5/C2-3 to R6A/C2-4

Description: wholesale storage, residential

No Action:

The site would remain unchanged as a residence and storage facility with a total floor area of 6,900 sf. (0.92 FAR); containing approximately 5,010 sf. of storage, one dwelling unit, and one parking space.

With Action:

A mixed-used residential and commercial development with a total floor area of 27,014 sf. (3.60 FAR); containing approximately 20,260 sf. residential space that would yield 20 dwelling units, 6,754 sf. of commercial space, and 12 parking spaces.

Increment:

+18,370 sf. of residential (+19 DUs)

+ 6,754 sf. commercial space

(5,010) sf. of storage space



Potential Site A93

Address: 148 Berriman Street, 152 Berriman Street, 154 Berriman Street

B: 4005 **L:** 19,20,21

Lot Area: 10,000 sf.

R5/C2-3 to R6A

Description: warehouse/storage, industrial and manufacturing, Residential

No Action:

The site would have a new residence, but existing storage use with a total floor area of 11,250 sf. (1.13 FAR); containing approximately 5,000 sf. of storage, six dwelling units and six parking spaces.

With Action:

A residential development with a total floor area of 36,000 sf. (3.6 FAR) of residential space that would yield 36 dwelling units and, 9 parking spaces.

Increment:

+29,750 sf. of residential (+30 DUs)

(5,000) sf. storage



Potential Site A94

Address: 2406 Pitkin Avenue, 2410 Pitkin Avenue

B: 4017 **L:** 22,25

Lot Area: 8,188 sf.

R5/C2-3 to R7A

Description: Mixed residential and commercial, vacant land

No Action:

The site would remain unchanged as a mixed- use residence with commercial and vacant land that has total floor area of 2,160 sf. (0.26 FAR); containing approximately 400 sf. of commercial retail, one dwelling unit and one parking space.

With Action:

A mixed-used residential and commercial development with a total floor area of 37,665 sf. (7.2 FAR); containing approximately 31,326 sf. of residential space that would yield 31 Dwelling units, 6,339 sf. retail space and 14 parking spaces.

Increment:

+ 29,566 sf. of residential (+30 DUs)

+ 5,939 sf. retail space

+ 13 parking spaces



Potential Site A95

Address: 3263 Fulton Street

B: 4128 **L:** 66

Lot Area: 6,070 sf.

R5 to R6A/C2-4

Description: commercial and office

No Action:

The site would remain unchanged as a commercial office facility with a total floor area of 3,500 sf. (0.58 FAR).

With Action:

A mixed-used residential and commercial development with a total floor area of 27,852 sf. (3.6 FAR) containing approximately 17,575 sf. residential space that would yield 17 dwelling units, 4,277 sf. commercial retail space and eight parking spaces; .

Increment:

+ 17,575 sf. of residential (+17 DUs)

+ 777 sf. retail space



Potential Site A96

Address: 234 Logan Street, 244 Logan Street

B: 4137 **L:** 39, 43

Lot Area: 18,750 sf.

M1-1 to R6A

Description: parking facilities

No Action:

The site would remain unchanged as a parking facility with a total floor area of 21,200 sf. (1.13 FAR); containing approximately 15,000 sf. of auto-related space, 4,950 sf. of office space, 1,250 sf. of garage space and 24 parking spaces;

With Action:

A residential development with a total floor area of 67,500 sf. (3.6 FAR) residential space that would yield 67 dwelling units, 4,277 sf. commercial retail space, and 17 parking spaces.

Increment:

+67,500 sf. of residential (+67 DUs)

(15,000) sf. auto-related

(4,950) sf. office

(1,250) sf. garage



Potential Site A97

Address: 3167 Atlantic Avenue; 237 Norwood Avenue

B: 4137 **L:** 56,63

Lot Area: 22,885 sf.

M1-1 to C4-4D

Description: parking facilities, transportation and utility

No Action:

The site would remain unchanged as a parking and auto- related facility with a total floor area of 20,885 sf. (0.91 FAR) for auto-related use and 40 parking spaces.

With Action:

A mixed-used residential and commercial development with a total floor area of 167,772 sf. (7.2 FAR) containing approximately 145,975 sf. residential space that would yield 145 dwelling units, 18,797 sf. commercial retail space, and 48 parking space.

Increment:

+ 145,975 sf. of residential (+145 DUs)

(2,089) sf. commercial

(20,885) sf. auto-related



Potential Site A98

Address: 240 Richmond Street; 242 Richmond Street

B: 4140 **L:** 27,28

Lot Area: 5,912 sf.

M1-1 to R6A

Description: one and two family, transportation and utility

No Action:

The site would remain unchanged as a residence and auto- related facility with a total floor area of 5,584 sf. (0.94 FAR); containing approximately 4,360 sf. of auto-related, and one dwelling unit.

With Action:

A residential development with a total floor area of 21,283 sf. (3.6 FAR) for residential space that would yield 21 dwelling units and five spaces.

Increment:

+20,059 sf. of residential (+20 DUs)

(4,360) sf. auto-related



Potential Site A99

Address: 85 Dinsmore Place, 239 Richmond Street

B: 4141 **L:** 1,4

Lot Area: 25,080 sf.

M1-1 to M1-4/R7A

Description: industrial and manufacturing

No Action:

The site would remain unchanged as a industrial and manufacturing facility with a total floor area of 26,197 sf. (1.04 FAR) for storage; with 38 parking spaces.

With Action:

A mixed-used residential, commercial and community facility development with a total floor area of 163,202 sf. (6.5 FAR) containing approximately 120,152 sf. of residential space that would yield 120 dwelling units, and 42,868 sf. of commercial retail.

Increment:

+ 120,152 sf. of residential (+120 DUs)

(26,197) sf. storage



Potential Site A100

Address: 234 Chestnut Street, 232 Chestnut Street

B: 4141 **L:** 27, 30

Lot Area: 22,500 sf.

M1-1 to M1-4/R7A

Description: industrial and manufacturing, parking facilities

No Action:

The site would remain unchanged as a industrial, manufacturing and parking facility with a total floor area of 3,000 sf. (0.63 FAR); containing approximately 11,250 sf. of office space, 3,000 sf. of industrial space, and 63 parking spaces.

With Action:

A mixed-used residential and commercial development with a total floor area of 103,500 sf. (4.6 FAR) containing approximately 66,450 sf. residential space that would yield 66 dwelling units, and 37,050 sf. of commercial retail.

Increment:

+ 120,152 sf. of residential (+66 DUs)

+25,800 commercial

(11,250) sf. office

(3,000) sf. industrial



Potential Site A101	
Address: 248 Chestnut Street, 99-111 Dinsmore Place	
B: 4141 L: 33, 35, 39	
Lot Area: 18,773 sf.	
M1-1 to M1-4/R7A	
Description: Industrial & Manufacturing, Parking Facilities	
No Action:	
The site would remain unchanged as a industrial, manufacturing and parking facility with a total floor area of 12,790 sf. (0.68 FAR); for storage.	
With Action:	
A mixed-used residential and commercial development with a total floor area of 86,356 (4.6 FAR); containing approximately 28,416 sf. of retail, and 57,939 sf. of residential space that would yield 57 dwelling units.	
Increment:	
+ 57,939 Residential units (+57 DUs)	
+28,416 sf. of retail	
(12,790) sf. of storage space	



Potential Site A102

Address: 911-925 Liberty Avenue

B: 4156 **L:** 1, 45, 50

Lot Area: 20,000 sf.

R5 to R6A/C2-4 overlay

Description: Auto repair

No Action:

The site would remain unchanged as an auto-related facility with a total floor area of 11,410 sf. (0.57 FAR) for auto-related use with 15 parking spaces.

With Action:

A mixed-used residential and commercial development with a total floor area of 72,000 sf. (3.6 FAR) containing approximately 17,829 sf. of commercial retail, 54,171 sf. of residential space that would yield 54 dwelling unit, and 32 parking spaces.

Increment:

+54171 sf. of residential (+ 54 DUs)

+17,829 sf. of retail

(11,410) sf. of auto-related use



Potential Site A103

Address: 3360 Atlantic Avenue, 3372 Atlantic Avenue, 326 Crescent Street

B: 4162 **L:** 18, 22, 29

Lot Area: 26,371 sf.

C8-1 to R7A/C2-4 overlay

Description: Retail, Parking Facilities

No Action:

The site would remain unchanged as a commercial retail and parking facility with a total floor area of 17,406 sf. (0.66 FAR); for commercial retail with 20 parking spaces.

With Action:

A mixed-used residential and commercial development with a total floor area of 121,307 sf. (4.60 FAR) containing approximately 20,101 sf. of commercial retail, 101,206 sf. of residential space that would yield 101 units, and 45 parking spaces.

Increment:

+ 101,206 sf. of residential (+101 DUs)

+2,695 sf. of retail



Potential Site A104

Address: 3420-3432 Atlantic Avenue

B: 4167 **L:** 22, 24, 25

Lot Area: 19,766 sf.

C8-1 to R7A/C2-4 overlay

Description: Parking Facilities (bus)/Auto repair

No Action:

The site would remain unchanged as a commercial retail and parking facility with a total floor area of 22,322 sf. (1.13 FAR); containing approximately 20,957 sf. of auto-related space, 1,365 sf. of office space and 15 parking spaces.

With Action:

A mixed-used residential and commercial development with a total floor area of 90,924 sf. (4.6 FAR); containing approximately 16,649 sf. of commercial retail, 74,274 sf. of residential space that would yield 74 dwelling units and 36 parking spaces.

Increment:

+ 74,274 sf. of residential units (+74 DUs)

+16,649 sf. of retail

(20,957) sf. of auto-related use

(1,365) sf. of office space



Potential Site A105

Address: 406 Pine Street, 469 Euclid Avenue

B: 4214 **L:** 1, 6

Lot Area: 31,000 sf.

R5 to C4-4D, R7A

Description: Commercial & Office, Parking Facilities

No Action:

The site would remain unchanged as a commercial retail and parking facility with a total floor area of 60,180 sf. (1.95 FAR) and 101 parking spaces.

With Action:

A mixed-used residential and commercial development with a total floor area of 194,600 sf. (6.28 FAR) containing approximately 14,400 sf. of commercial retail, 64,800 sf. of office space, 115,400 sf. of residential space that would yield 114 dwelling units, and 105 parking spaces.

Increment:

+115,400 sf. of residential units (+114 DUs)

+14,400 sf. of retail

+4,470 sf. of office space



Potential Site A106

Address: 352-368 Shepherd Avenue

B: 3988 **L:** 28, 34, 35

Lot Area: 18,500 sf.

R5 to R6A

Description: Open Industrial Storage, Multi-Family Walk-Up, Parking Facilities

No Action:

An existing residence with parking and a new residential development with a total floor area of 20,815 sf. (1.13 FAR); containing approximately 10,000 sf. of garage space, 10 dwelling units and 42 parking spaces.

With Action:

A residential development with a total floor area of 66,600 sf. (3.6 FAR) for residential space that would yield 66 dwelling units, and 17 parking spaces.

Increment:

+ 55,785 sf. of residential units (+56 DUs)

(10,000) sf. of garage space

Appendix 3

Draft Transportation Planning Factors and Travel Demand Forecast Memorandum



TECHNICAL MEMORANDUM

TO: NYCDP

FROM: Philip Habib & Associates

DATE: September 9, 2015

PROJECT: East New York Rezoning Proposal EIS (PHA No. 1223C)

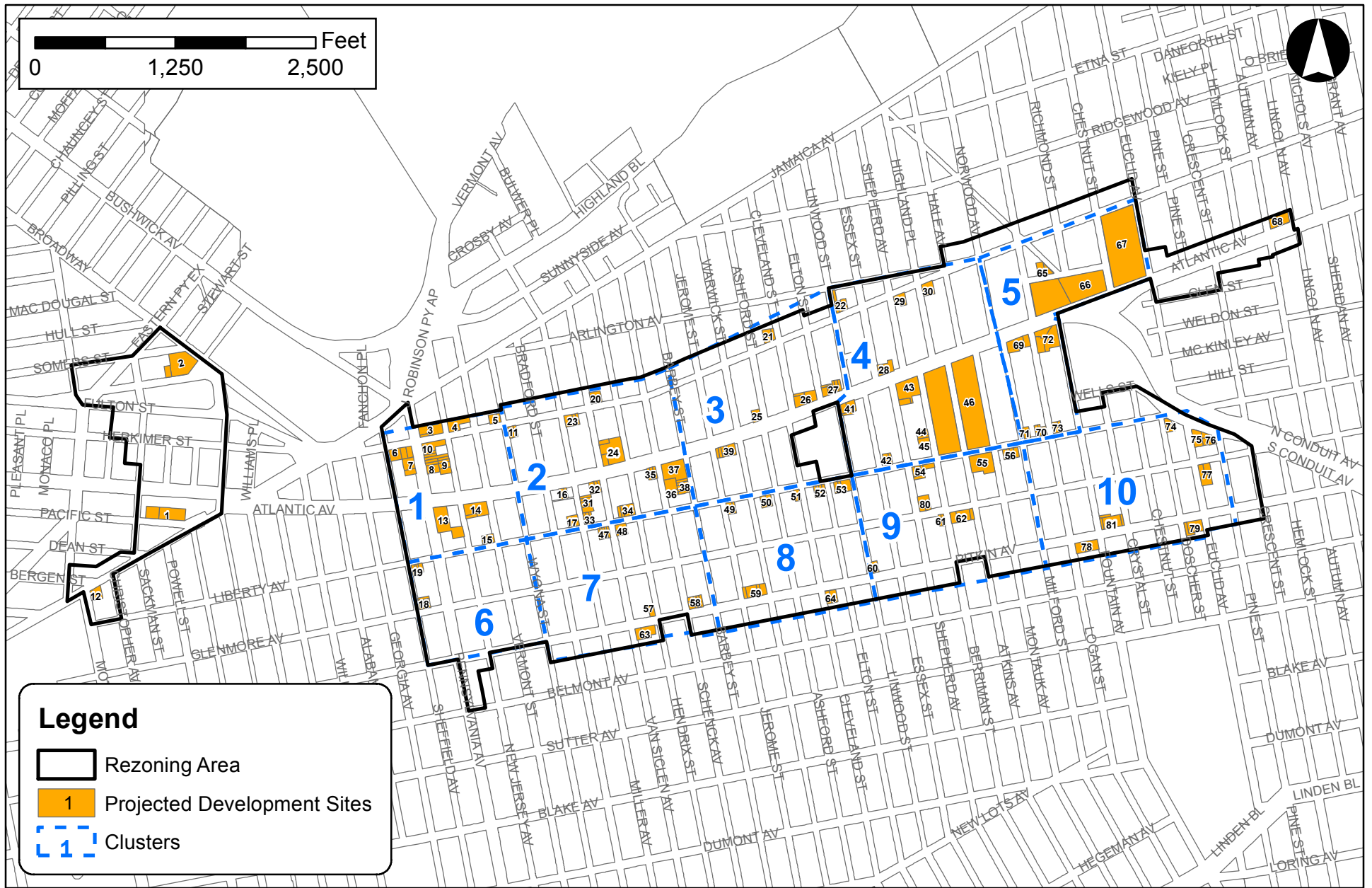
RE: Transportation Planning Factors and Travel Demand Forecast

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit, and pedestrian conditions for the *East New York Rezoning EIS*. Estimates of the peak travel demand for the Proposed Actions' reasonable worst-case development scenario (RWCDs) are provided, along with a discussion of trip assignment methodologies and study area definitions.

THE PROPOSED ACTIONS

The Proposed Actions include zoning map amendments and zoning text amendments affecting approximately 190 blocks in eastern Brooklyn. The rezoning area includes portions of the East New York, Cypress Hills, and Ocean Hill neighborhoods in Community Districts 5 and 16, generally extending from Broadway and Fulton Street on the north, Euclid and Lincoln avenues and Crescent Street on the east, Pitkin and Belmont avenues on the south, and Eastern Parkway, Sackman Street, and Mother Gaston Boulevard on the west (see **Figure 1**).

The rezoning area is currently zoned with a mix of residential, commercial, and light manufacturing zoning districts. The proposed East New York Rezoning is intended to facilitate vibrant, inclusive residential neighborhoods with a wide variety of local retail options, job opportunities, and attractive streets for residents, workers, and visitors. Opportunities for new housing, including affordable housing, along key corridors, particularly Atlantic Avenue, would provide more housing choices for current and future residents in this area. Along with zoning map changes, the Proposed Actions include amendments to the text of the Zoning Resolution to apply a new mandatory Inclusionary Housing Program (IHP) to portions of the rezoning area where zoning changes are promoting new housing. Additionally, the Proposed Actions include amendments to the Zoning Resolution to establish a new residential district for moderate residential density along transit corridors and to establish an Enhanced Commercial



District within the rezoning area along Atlantic Avenue, Pitkin Avenue, and Fulton Street. Independent of the Proposed Actions, DCP has also proposed a series of zoning text amendments to eliminate unnecessary obstacles to the creation of housing, especially affordable housing. These text amendments are expected to be in public review concurrent with the Proposed Actions and, when adopted, will affect the proposed zoning districts. Included in these actions is the elimination of off-street parking requirements for low-income housing or IHP units within areas that fall within a “Transit Zone” encompassing areas well served by transit and with low car ownership and auto commuting rates.

THE REASONABLE WORST CASE DEVELOPMENT SCENARIO (RWCDs)

In order to assess the potential effects of the Proposed Actions, a RWCDs for both “future without the proposed actions” (No-Action) and “future with the proposed actions” (With-Action) conditions is analyzed for an analysis year of 2030. To develop a reasonable estimate of future growth, likely development sites were identified and divided into two categories: projected development sites and potential development sites. The projected development sites are those considered more likely to be developed within the 15-year analysis period for the Proposed Actions (i.e., by the 2030 analysis year), while potential sites are considered less likely to be developed over the same period. Projected development sites are considered for the purposes of the transportation analyses. **Table 1** shows the total anticipated No-Action and With-Action land uses on projected development sites in 2030 under the RWCDs.

Overall, the rezoning area encompasses approximately 190 blocks and includes a total of 80 projected development sites (see **Figure 1**). For travel demand forecasting and trip assignment purposes, the projected development sites were grouped into a total of ten “clusters.” These clusters were defined based on the rezoning area roadway network characteristics and the likely travel routes of vehicle trips to and from the development sites. Four projected development sites were considered “outliers” and treated as unique sites as they are not located in proximity to any of the identified clusters. The location of each cluster is shown in **Figure 1**, and the projected development sites included in each cluster are listed in **Table 2**.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast travel demand for the RWCDs land uses are summarized in **Table 3** and discussed below.¹ The trip generation rates, temporal distributions, modal splits, vehicle occupancies, and truck trip factors for each of the land uses were primarily based on those cited in the 2014 *City Environmental Quality Review [CEQR] Technical Manual*, factors developed for recent environmental reviews, 2009-2013 American Community Survey (ACS) journey-to-work data, data provided by the New York City departments of Transportation (DOT) and City Planning (DCP),

¹ The 3,055 gsf of No-Action garage floor area is accessory to other uses and is not expected to generate additional vehicle trips independent of these uses. It is therefore not reflected in the travel demand forecast as an independent use.

TABLE 1: 2030 RWCDS No-Action and With-Action Land Uses

Land Use	No-Action Condition	With-Action Condition	Net Increment
Residential			
Market-Rate Residential	550 DU	3,415 DU	+ 2,865 DU
Affordable Residential	0 DU	3,447 DU	+ 3,447 DU
<i>Total Residential</i>	<i>566,224 sf (550 DU)</i>	<i>6,901,057 sf (6,862 DU)</i>	<i>+ 6,334,833 sf (6,312 DU)</i>
Commercial			
Local Retail	239,316 sf	893,952 sf	+ 654,636 sf
FRESH Supermarket	30,000 sf	60,000 sf	+ 30,000 sf
Restaurant	5,650 sf	64,550 sf	+ 58,900 sf
Auto-Related	128,365 sf	0 sf	- 128,365 sf
Hotel	97,551 sf	0 sf	- 97,551 sf
Office	75,992 sf	191,887 sf	115,895 sf
Warehouse	73,170 sf	0 sf	-73,170 sf
Garage	3,055 sf	0 sf	- 3,055 sf
Total Commercial	653,099 sf	1,210,389 sf	+ 557,290 sf
Other Uses			
Industrial	125,886 sf	98,851 sf	- 27,035 sf
Community Facility	156,972 sf ¹	614,842 sf ²	+ 457,870 sf
Total Floor Area	1,502,180 sf	8,825,138 sf	+ 7,322,958 sf
Parking			
Parking Spaces	1,304	2,442	+ 1,138
Notes:			
¹ Includes 69,720 sf of house of worship uses, 49,138 sf of medical office uses, 28,302 of day care center uses and 9,812 sf of community center uses.			
² Includes 77,593 sf of house of worship uses, 141,119 sf of medical office uses, 163,000 sf of school uses and 233,130 sf of community center uses.			

**TABLE 2:
Transportation Analysis Development Clusters**

Cluster	Projected Development Sites
1	3-10, 13-15
2	11, 16, 17, 20, 23, 24, 31-38
3	21, 25, 26, 27, 39
4	22, 28-30, 41-46
5	65-67, 69-73
6	18, 19
7	47, 48, 57, 58, 63
8	49-53, 59, 64
9	54-56, 60-62, 80
10	74-79, 81
Outlier Development Sites	
	Site 1
	Site 2
	Site 12
	Site 68

TABLE 3: Transportation Planning Factors

Land Use:	Local Retail	Office	Residential (Market Rate)	Residential (Affordable)	Hotel	Light Industrial	Restaurant	Auto Repair	Auto Dealership	Warehouse	FRESH (Supermarket)	Pre-K (Student) (23)
Size/Units:	654,636 gsf	115,895 gsf	2,865 DU	3,447 DU	-243 Rooms	-27,035 gsf	58,900 gsf	-118,365 gsf	-10,000 gsf	-73,170 gsf	30,000 gsf	263 Students
Trip Generation:	(1)	(1)	(1)	(1)	(1)	(2)	(5)	(2)	(6)	(7)	(9,10)	(12)
Weekday	205	18.0	8.075	8.075	9.4	14.7	173.0	19.42	2.63	4.87	205	2
Saturday	240	3.9	9.600	9.600	9.4	2.2	139.0	19.42	2.63	1.68	271	0
	per 1,000 sf	per 1,000 sf	per DU	per DU	per room	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student
Temporal Distribution:	(1)	(1)	(1)	(1)	(1)	(2)	(5)	(2)	(6)	(7,8)	(9,11)	(12)
AM	3.0%	12.0%	10.0%	10.0%	8.0%	13.2%	1.0%	13.2%	12.0%	11.8%	3.0%	50.0%
MD	19.0%	15.0%	5.0%	5.0%	14.0%	11.0%	13.7%	11.0%	12.0%	11.0%	12.0%	0.0%
PM	10.0%	14.0%	11.0%	11.0%	13.0%	14.2%	7.7%	14.2%	9.0%	12.6%	10.0%	5.0%
SatMD	10.0%	17.0%	8.0%	8.0%	9.0%	10.7%	11.6%	10.7%	12.0%	10.6%	12.0%	0.0%
	(2)	(3) (20)	(4)	(4)	(2)	(3) (20)	(5)	(2)	(6)	(8)	(9)	(12)
Modal Splits:	All Periods	AM/PM/SAT MD	All Periods	All Periods	All Periods	AM/PM/SAT MD	All Periods	All Periods	All Periods	All Periods	All Periods	AM/MD/SAT PM
Auto	5.0%	45.3% 2.0%	30.7%	16.3%	30.1%	45.3% 2.0%	30.0%	85.0%	100.0%	51.0%	4.0%	15.0% 56.3%
Taxi	1.0%	0.4% 3.0%	0.9%	0.4%	12.3%	0.4% 3.0%	5.0%	5.0%	0.0%	2.0%	3.0%	0.0% 0.0%
Subway/Railroad	3.0%	26.9% 6.0%	54.3%	58.4%	18.8%	26.9% 6.0%	15.0%	1.0%	0.0%	28.0%	5.0%	3.3% 12.4%
Bus	6.0%	15.4% 6.0%	8.9%	17.9%	5.5%	15.4% 6.0%	15.0%	1.0%	0.0%	7.0%	5.0%	1.7% 6.4%
School Bus	0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	55.0% 0.0%
Walk/Other	85.0%	12.0% 83.0%	5.2%	7.1%	33.3%	12.0% 83.0%	35.0%	8.0%	0.0%	12.0%	83.0%	25.0% 25.0%
	100.0%	100.0% 100%	100.0%	100.0%	100.0%	100.0% 100%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0% 100.0%
In/Out Splits:	(2)	(2)	(2)	(2)	(2)	(2)	(5)	(2)	(6)	(8)	(9,11)	(12)
AM	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
MD	50% 50%	96.0% 4.0%	15.0% 85.0%	15.0% 85.0%	41% 59%	88% 12%	94% 6%	65% 35%	67% 33%	88% 12%	45% 55%	100% 0%
PM	50% 50%	39.0% 61.0%	50.0% 50.0%	50.0% 50.0%	68% 32%	50% 50%	65% 35%	50% 50%	50% 50%	50% 50%	46% 54%	0% 0%
Sat MD	50% 50%	5.0% 95.0%	70.0% 30.0%	70.0% 30.0%	59% 41%	12% 88%	65% 35%	50% 50%	15% 85%	12% 88%	47% 53%	0% 100%
	55% 45%	60.0% 40.0%	50.0% 50.0%	50.0% 50.0%	56% 44%	47% 53%	63% 37%	50% 50%	50% 50%	50% 50%	46% 54%	0% 0%
Vehicle Occupancy:	(2)	(2,3)	(2,4,19)	(2,4,19)	(2)	(2)	(5)	(2)	(6)	(8)	(9,11)	(12)
Auto	2.00	1.12	1.065 1.49	1.064 1.49	1.60	1.20	2.2	1.30	1.30	1.30	1.65	1.30
Taxi	2.00	1.20	1.30 1.30	1.30 1.30	1.40	1.20	2.3	1.30	1.50	1.30	1.40	1.30
School Bus												35.00
Truck Trip Generation:	(1)	(1)	(1)	(1)	(21)	(2)	(5)	(2)	(6)	(8)	(9,11)	(15)
Weekday	0.35	0.32	0.06	0.06	0.06	0.67	3.60	0.89	0.15	0.67	0.35	0.03
Saturday	0.04	0.01	0.02	0.02	0.01	0.67	3.60	0.89	0.15	0.67	0.04	0.03
	per 1,000 sf	per 1,000 sf	per DU	per DU	per room	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student
	(1)	(1)	(1)	(1)	(21)	(2)	(5)	(2)	(6)	(8)	(9,11)	(15)
AM	8.0%	10.0%	12.0%	12.0%	12.0%	14.0%	6.0%	14.0%	9.6%	14.0%	10.0%	9.6%
MD	11.0%	11.0%	9.0%	9.0%	9.0%	9.0%	6.0%	9.0%	11.0%	9.0%	8.0%	11.0%
PM	2.0%	2.0%	2.0%	2.0%	2.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.0%	1.0%
Sat MD	11.0%	11.0%	9.0%	9.0%	9.0%	0.0%	0.0%	0.0%	11.0%	0.0%	10.0%	0.0%
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM/MD/PM	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%

TABLE 3: Transportation Planning Factors (continued)

Land Use:	Pre-K (Staff) (23)	Pre-K (Parent) (23) (13,14)	Day Care Center	Community Center	House of Worship	Medical Office	PS/IS School (Grade K-4 Students)	PS/IS School (Grade 5-7 Students)	PS/IS School (Grade 8)	PS/IS School (Staff)	PS/IS School (Parents) (13,14)
Size/Units:	24 Staff	46 Parents	-28,302 gsf	223,318 gsf	7,873 gsf	91,981 gsf	463 Students	318 Students	101 Students	82 Staff	122 Parents
Trip Generation:	(12)	(12)	(15)	(1)	(16)	(17)	(12)	(12)	(12)	(12)	(12)
Weekday	2	4	33	44.7	19.18	127	2	2	2	2	4
Saturday	0	0	2	26.1	21.83	127	0	0	0	0	0
	per Staff	per Student	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student	per Student	per Student	per Staff	per Student
Temporal Distribution:	(12), (22)	(12)	(15)	(1)	(16)	(17)	(12)	(12)	(12)	(12)	(12)
AM	50.0%	50.0%	16.0%	4.0%	7.9%	4.0%	50.0%	50.0%	50.0%	50.0%	50.0%
MD	0.0%	0.0%	5.0%	9.0%	4.0%	11.0%	0.0%	0.0%	0.0%	0.0%	0.0%
PM	5.0%	5.0%	19.0%	5.0%	7.2%	12.0%	5.0%	5.0%	5.0%	50.0%	5.0%
SatMD	0.0%	0.0%	12.0%	9.0%	15.8%	11.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	(12)	(12)	(18)	(16)	(18)	(17)	(12)	(12)	(12)	(12)	(12)
Modal Splits:	All Periods	All Periods	All Periods	All Periods	All Periods	All Periods	AM/MD/SAT PM	AM/MD/SAT PM	All Periods	All Periods	All Periods
Auto	42.0%	0.0%	5.0%	5.0%	5.0%	30%	15.0% 56.3%	15.0% 30.0%	15.0%	15.0%	42.0%
Taxi	0.0%	0.0%	1.0%	1.0%	1.0%	2%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0%	0.0%
Subway/Railroad	39.0%	0.0%	3.0%	3.0%	3.0%	33%	3.3% 12.4%	6.7% 13.4%	40.0%	39.0%	0.0%
Bus	19.0%	0.0%	6.0%	6.0%	6.0%	18%	1.7% 6.4%	3.3% 6.6%	20.0%	19.0%	0.0%
School Bus	0.0%	0.0%	0.0%	0.0%	0.0%	0%	55.0% 0.0%	25.0% 0.0%	0.0%	0.0%	0.0%
Walk/Other	0.0%	100.0%	85.0%	85.0%	85.0%	17%	25.0% 25.0%	50.0% 50.0%	25.0%	0.0%	100.0%
In/Out Splits:	100.0% (12)	100.0% (12)	100.0% (15)	100.0% (16)	100.0% (16)	100% (17)	100.0% 100.0% (12)	100.0% 100.0% (12)	100.0% (12)	100.0% (12)	100.0% (12)
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM	100% 0%	50% 50%	53% 47%	61% 39%	54% 46%	89% 11%	100% 0%	100% 0%	100% 0%	100% 0%	50% 50%
MD	0% 0%	0% 0%	50% 50%	55% 45%	50% 50%	51% 49%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%
PM	0% 100%	50% 50%	47% 53%	29% 71%	52% 48%	48% 52%	0% 100%	0% 100%	0% 100%	0% 100%	50% 50%
Sat MD	0% 0%	0% 0%	47% 53%	49% 51%	71% 29%	41% 59%	0% 0%	0% 0%	0% 0%	0% 0%	0% 0%
Vehicle Occupancy:	(12)		(15)	(16)	(16)	(17)	(12)	(12)	(12)	(12)	
Auto	1.20	N/A	1.65	1.65	1.65	1.50 2.60	1.30	1.30	1.30	1.20	N/A
Taxi	1.20	N/A	1.40	1.30	1.40	1.50 2.60	1.30	1.30	1.30	1.20	N/A
School Bus							35.00	35.00	35.00		
Truck Trip Generation:			(15)	(16)	(16)	(16)	(15)	(15)	(15)		
Weekday	N/A	N/A	0.07	0.29	0.29	0.29	0.03	0.03	0.03	N/A	N/A
Saturday	N/A	N/A	0.00	0.29	0.29	0.29	0.03	0.03	0.03	N/A	N/A
	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per 1,000 sf	per Student	per Student	per Student		
AM	N/A	N/A	9.6%	9.6%	9.6%	3.0%	9.6%	9.6%	9.6%	N/A	N/A
MD	N/A	N/A	11.0%	11.0%	11.0%	11.0%	11.0%	11.0%	11.0%	N/A	N/A
PM	N/A	N/A	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	N/A	N/A
Sat MD	N/A	N/A	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N/A	N/A
	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out	In Out
AM/MD/PM	N/A N/A	N/A N/A	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	50.0% 50.0%	N/A N/A	N/A N/A

TABLE 3: Transportation Planning Factors (continued)

<p>Notes:</p> <ul style="list-style-type: none">(1) Based on data from <i>City Environmental Quality Review (CEQR) Technical Manual</i>, 2014.(2) Based on data from <i>Broadway Triangle FEIS</i>, 2009.(3) Based on AASHTO CTPP Reverse Journey to Work 5-Year data for tracts 365.02, 367, 908, 1144, 1146, 1150, 1152, 1166, 1168, 1170, 1172.01, 1174, 1178, 1184, 1192, 1194, 1196 and 1198.(4) Based on ACS-PUMA data 2008-2012 Journey to Work 5-Year data for PUMA 2007.(5) Based on data from <i>Brooklyn Bridge Park Project FEIS</i>, 2005.(6) Based on data from <i>West 57th Street Rezoning FEIS</i>, 2001.(7) Based on data from <i>ITE Trip Generation Handbook, 9th Edition</i>, Land Use Code 150 (Warehousing); Person Trip Rate=ITE Trip Rate x 1.3/0.95.(8) Based on data from <i>Greenpoint-Williamsburg Rezoning FSEIS</i>, 2005.(9) Based on data from <i>The Food Retail Expansion to Support Health (FRESH) Food Store Program</i>, 2009.(10) Assumes a 32% increase in peak hour trips on Saturday; based on ratio between weekday and Saturday rates for supermarket use provided by the <i>CEQR Technical Manual</i>, 2014.(11) Assumes for Saturday the same temporal distribution, modal split, directional split, and vehicle occupancy as the weekday midday.(12) Based on data from <i>Brownsville Ascend Charter School Assessment</i>, 2011.(13) Assumes a student to parent ratio of 1 to 0.7 based on data from a November 2012 survey conducted at PS 35 in Queens.(14) Assumes 205 students attend the Pre-K only school, 72 attend the PS/IS school, and a 5% absentee rate. Parents are assumed for students in grade 5 and lower.(15) Based on data from <i>No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS</i>, 2004.(16) Based on data from <i>Jamaica Plan Rezoning FGEIS</i>, 2007.(17) Based on data provided by NYCDOT.(18) Community Center use modal splits applied to Day Care Center and House of Worship uses.(19) Midday and Saturday vehicle occupancy determined by applying a multiplier (1.4) to the AM/PM rate.(20) Based on data provided by NYCDOT.(21) Based on data from the 2006 <i>Atlantic Yards Arena and Redevelopment FEIS</i>.(22) PM temporal distribution for staff is assumed to be the same as for the students.(23) Includes students from the proposed Pre-K facilities on Site 24 and Site 66.

and data from other standard professional references. Factors are shown for the weekday AM and PM peak hours (typical peak periods for commuter travel demand) and the weekday midday and Saturday midday peak hours (typical peak periods for retail demand).

Retail

The trip generation rates and temporal distributions for local retail uses were based on data from the 2014 *CEQR Technical Manual*. The modal and directional in/out splits and vehicle occupancy rates were based on data from the 2009 *Broadway Triangle FEIS*. Truck trip generation rates and temporal distributions were based on data from the *CEQR Technical Manual*. For the purposes of the travel demand forecast, and to reflect the large scale of the rezoning area, it was assumed that 70 percent of all local retail trips would be linked trips, consistent with the rate assumed in the 2007 *Jamaica Plan FEIS*. Factors for the FRESH supermarket use were derived from data from *The Food Retail Expansion to Support Health (FRESH) Food Store Program* (2009). A 25 percent linked-trip credit was assumed for the FRESH supermarket use.

Non-Retail Commercial Uses

Non-retail commercial land uses on the projected development sites in the No-Action and/or With-Action condition include office, restaurant, hotel, and auto-related uses (auto repair and auto sales). As shown in **Table 3**, the factors used to forecast travel demand from these uses were developed from a variety of sources, including the 2014 *CEQR Technical Manual*, the 2009 *Broadway Triangle FEIS*, the 2005 *Brooklyn Bridge Park Project FEIS*, the 2001 *West 57th Street Rezoning FEIS*, data provided by DCP, and AASHTO CTPP reverse journey-to-work data for workers in census tracts in the study area (Brooklyn Census Tracts 365.02, 367, 908, 1144, 1146, 1150, 1152, 1166, 1168, 1170, 1172.01, 1174, 1178, 1184, 1192, 1194, 1196, and 1198). A 25 percent linked-trip credit was assumed for the restaurant use.

Community Facility

Table 4 shows the specific types of community facility uses that would be developed on each of the projected development sites under the RWCDs in the No-Action and With-Action conditions. These would include medical office, Pre-K school, PS/IS school, day care center, community center, and religious uses. As shown in **Table 3**, the factors used to forecast travel demand from these land uses were developed from a variety of sources, including the 2014 *CEQR Technical Manual*, the 2007 *Jamaica Plan Rezoning FGEIS*, the 2004 *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS*, the 2011 *Brownsville Ascend Charter School Assessment*, survey data from P.S. 35 in Queens, and data provided by DOT.

**TABLE 4:
Net Change in Community Facility Uses on Projected Development Sites Under the RWCDs**

Site	Medical Office	Pre-K School	PS/IS School	Day Care Center	Community Center	House of Worship	Total
1						-24,967	-24,967
8	+1,788						+1,788
14	+22,118						+22,118
16	-23,138						-23,138
24		+30,000		-28,302		+30,000	+31,698
29					-9,812		-9,812
43	+35,440						+35,440
46					+21,981		+21,981
52						-1,600	-1,600
66			+133,000		+53,134		+186,134
67	+36,480				+141,455		+177,935
72	+19,294						+19,294
79						-2,520	-2,520
81					+16,560	+6,960	+23,520
Total	+91,981	+30,000	+133,000	-28,302	+233,318	+7,873	+457,870

Light Industrial/Warehouse

The trip generation rates, temporal distributions, directional in/out splits, and vehicle occupancies for light manufacturing uses were based on data from the 2009 *Broadway Triangle FEIS*, and the modal splits were based on AASHTO CTPP reverse journey-to-work data for workers in study area census tracts and on data provided by DCP. Truck trip generation rates and temporal distributions for light industrial uses were based on data from the 2009 *Broadway Triangle FEIS*. Travel demand factors for the warehouse uses were based on data from *ITE Trip Generation Handbook, 9th Edition*, and the 2005 *Greenpoint-Williamsburg Rezoning FSEIS*.

Residential

The residential travel demand forecasts were based on person trip and truck trip generation rates and temporal distributions cited in the 2014 *CEQR Technical Manual*. The directional in/out splits were based on data from the 2009 *Broadway Triangle FEIS*. As outlined in **Appendix A**, national, regional, and local data indicate a direct correlation between auto usage (e.g., auto mode share) and income (refer to Table 8 of the USDOT-FHA’s 2009 *National Household Travel Survey* and Figure 18 of the DCP 2009 *Residential Parking Study*). As presented in **Table 1**, it is anticipated that a significant portion (3,447 dwelling units) of the With-Action residential development under the RWCDs would be rental units designated as affordable under the IHP, and are therefore expected to have modal split and vehicle occupancy patterns reflecting lower auto ownership rates. Weekday AM and PM peak hour modal splits and vehicle

occupancies for affordable residential uses were derived from 2008-2012 5-year American community Survey (ACS) journey-to-work data for PUMA² 4007 which encompasses a significant portion of the rezoning area. Weekday AM and PM modal splits and vehicle occupancy patterns for market-rate residential uses were similarly derived from ACS data and were assumed for the With-Action market-rate residential uses under the RWCDs. As none of the No-Action residential development would be designated affordable through the IHP under the RWCDs, the modal splits and vehicle occupancies for market-rate residential uses were also assumed for the projected residential development in the future without the Proposed Actions.

It should be noted that ACS vehicle occupancy data reflect the average vehicle occupancy for personal auto trips to and from work, and do not present the complete picture of average vehicle occupancy for other purposes (e.g., shopping, errands, social and recreational activities, school trips, etc.). In general, vehicle occupancy rates for non-work-related trips have been found to be higher than vehicle occupancy rates for work-related trips. Both national data from USDOT-FHA's *Summary of Travel Trends: 2009 National Household Travel Survey* and regional data from the *Regional Travel-Household Interview Survey* prepared for the New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA) indicate that average vehicle occupancy rates for all auto trips are over 1.4 times the average vehicle occupancy rates for auto trips to and from work. (Refer to Table 16 of the USDOT-FHA's 2009 *National Household Travel Survey* and pages 20 and 21 of NYMTC/NJTPA 2000 *Regional Travel – Household Interview Survey* provided in **Appendix A**). As such, the weekday AM/PM peak hour vehicle occupancy rates derived from the ACS data were adjusted by a factor of 1.4 for the weekday midday and Saturday midday peak hours to reflect the predominance of non-work-related trips during these periods. While not all AM and PM peak hour trips are work-related, the lower vehicle occupancy rates for trips to and from work were conservatively applied to all auto trips in these latter peak hours.

Although residential-based trips in the weekday midday and Saturday midday peak hours would likely be more local in nature than in the commuter peak hours (and therefore have a higher walk share, for example), the modal splits based on the ACS journey-to-work data were conservatively assumed for all periods.

TRIP GENERATION

The net incremental change in person and vehicle trips expected to result from the Proposed Actions by the 2030 analysis year was derived based on the net change in land uses shown in **Table 1** and the transportation planning factors shown in **Table 3**. **Table 5** shows an estimate of the net incremental change in peak hour person trips and vehicle trips, (versus the No-Action condition) that would occur in 2030 with implementation of the Proposed Actions. As shown in **Table 5**, under the RWCDs, the

² Public Use Microdata Area.

TABLE 5: RWCDs Travel Demand Forecast

Land Use: Size/Units:	Local Retail 654,636 gsf		Office 115,895 gsf		Residential (Market Rate) 2,865 DUs		Residential (Affordable) 3,447 DUs		Hotel -243 Rooms		Light Industrial -27,035 gsf		Restaurant 58,900 gsf		Auto Repair -118,365 gsf	
Peak Hour Trips:																
AM	1,222		248		2,330		2,798		-186		-54		80		-314	
MD	7,662		310		1,170		1,406		-324		-44		1,050		-264	
PM	4,042		288		2,560		3,076		-298		-58		590		-336	
Sat MD	4,722		74		2,214		2,662		-210		-8		714		-254	
Person Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	30	30	106	5	107	607	69	388	-23	-33	-20	-3	24	1	-178	-96
Taxi	4	4	1	0	1	17	0	9	-9	-13	0	0	4	0	-11	-4
Subway/Railroad	16	16	63	3	189	1,080	246	1,391	-15	-21	-12	-3	10	0	0	0
Bus	39	39	37	2	31	177	76	424	-5	-6	-7	-2	10	0	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	522	522	30	1	19	102	28	167	-25	-36	-6	-1	30	1	-16	-9
Total	611	611	237	11	347	1,983	419	2,379	-77	-109	-45	-9	78	2	-205	-109
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	191	191	3	5	181	181	113	113	-66	-31	1	1	207	110	-113	-113
Taxi	40	40	4	6	3	3	1	1	-28	-13	-1	-1	34	19	-8	-8
Subway/Railroad	117	117	7	13	318	318	415	415	-41	-20	0	0	102	54	0	0
Bus	231	231	7	13	53	53	126	126	-13	-6	-1	-1	102	54	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	3,252	3,252	97	155	30	30	48	48	-72	-34	-21	-21	240	128	-11	-11
Total	3,831	3,831	118	192	585	585	703	703	-220	-104	-22	-22	685	365	-132	-132
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	102	102	7	123	551	235	351	149	-53	-38	-3	-23	115	62	-147	-147
Taxi	21	21	0	1	14	5	8	2	-22	-15	0	0	19	11	-8	-8
Subway/Railroad	62	62	5	73	977	419	1,258	540	-33	-23	-2	-14	58	31	0	0
Bus	121	121	2	41	159	68	387	165	-10	-7	-1	-8	58	31	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	1,715	1,715	2	34	93	39	152	64	-57	-40	-1	-6	133	72	-13	-13
Total	2,021	2,021	16	272	1,794	766	2,156	920	-175	-123	-7	-51	383	207	-168	-168
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	128	105	18	14	339	339	216	216	-36	-28	-2	-2	135	79	-108	-108
Taxi	26	21	0	0	9	9	3	3	-15	-11	0	0	23	13	-8	-8
Subway/Railroad	79	63	11	8	604	604	781	781	-23	-17	-2	-2	69	39	0	0
Bus	156	128	8	5	98	98	236	236	-7	-5	-1	-1	69	39	0	0
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	2,209	1,807	6	4	57	57	95	95	-37	-31	1	1	155	93	-11	-11
Total	2,598	2,124	43	31	1,107	1,107	1,331	1,331	-118	-92	-4	-4	451	263	-127	-127
Vehicle Trips :																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	18	18	94	5	102	571	67	365	-15	-21	-17	-4	11	0	-139	-74
Taxi	4	4	1	0	1	16	0	8	-7	-9	0	0	1	0	-11	-4
Taxi Balanced	8	8	1	1	17	17	8	8	-16	-16	0	0	1	1	-15	-15
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	8	8	2	2	10	10	11	11	0	0	-1	-1	7	7	-8	-8
Total	34	34	97	8	129	598	86	384	-31	-37	-18	-5	19	8	-162	-97
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	100	100	3	5	122	122	76	76	-41	-20	1	1	94	50	-88	-88
Taxi	24	24	4	5	3	3	1	1	-20	-9	-1	-1	15	9	-8	-8
Taxi Balanced	48	48	9	9	6	6	2	2	-29	-29	-2	-2	24	24	-16	-16
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	13	13	2	2	8	8	9	9	0	0	-1	-1	7	7	-3	-3
Total	161	161	14	16	136	136	87	87	-70	-49	-2	-2	125	81	-107	-107
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	55	55	7	109	518	224	330	140	-33	-23	-4	-19	52	28	-112	-112
Taxi	14	14	0	1	13	5	7	2	-15	-10	0	0	9	5	-8	-8
Taxi Balanced	28	28	1	1	18	18	9	9	-25	-25	0	0	14	14	-16	-16
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	1	1	0	0	1	1	1	1	0	0	0	0	1	1	0	0
Total	84	84	8	110	537	243	340	150	-58	-48	-4	-19	67	43	-128	-128
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	67	57	16	12	226	226	145	145	-23	-18	-2	-2	61	35	-83	-83
Taxi	17	14	0	0	8	8	3	3	-10	-8	0	0	11	5	-8	-8
Taxi Balanced	31	31	0	0	16	16	6	6	-18	-18	0	0	16	16	-16	-16
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0
Total	98	88	16	12	243	243	153	153	-41	-36	-2	-2	77	51	-99	-99

TABLE 5: RWCDs Travel Demand Forecast (continued)

Land Use: Size/Units:	Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center	
	-10,000	gsf	-73,170	gsf	30,000	gsf	263	students	24	staff	46	parents	-28,302	gsf	223,318	gsf
Peak Hour Trips:																
AM	-4		-46		142		264		24		92		-150		400	
MD	-4		-44		556		0		0		0		-48		902	
PM	-4		-50		462		28		4		12		-178		502	
Sat MD	-4		-18		732		0		0		0		-8		528	
Person Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-3	-1	-22	-4	3	3	39	0	11	0	0	0	-4	-4	13	8
Taxi	0	0	0	0	2	3	0	0	0	0	0	0	-1	-1	2	1
Subway/Railroad	0	0	-11	-2	3	4	8	0	9	0	0	0	-2	-2	7	4
Bus	0	0	-2	0	3	4	4	0	4	0	0	0	-5	-4	15	10
School Bus	0	0	0	0	0	0	147	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	-5	0	53	64	66	0	0	0	46	46	-67	-60	208	132
Total	-3	-1	-40	-6	64	78	264	0	24	0	46	46	-79	-71	245	155
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	-12	-12	10	12	0	0	0	0	0	0	-1	-1	25	21
Taxi	0	0	0	0	8	9	0	0	0	0	0	0	0	0	4	4
Subway/Railroad	0	0	-6	-6	13	15	0	0	0	0	0	0	-1	-1	15	13
Bus	0	0	-2	-2	13	15	0	0	0	0	0	0	-1	-1	30	24
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	-2	-2	212	249	0	0	0	0	0	0	-21	-21	422	344
Total	-2	-2	-22	-22	256	300	0	0	0	0	0	0	-24	-24	496	406
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-1	-3	-4	-24	9	10	0	16	0	2	0	0	-4	-5	7	17
Taxi	0	0	0	0	6	7	0	0	0	0	0	0	-1	-1	1	3
Subway/Railroad	0	0	-2	-12	11	12	0	3	0	2	0	0	-3	-3	4	11
Bus	0	0	0	-3	11	12	0	2	0	0	0	0	-5	-6	9	22
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	-5	180	204	0	7	0	0	6	6	-71	-79	123	305
Total	-1	-3	-6	-44	217	245	0	28	0	4	6	6	-84	-94	144	358
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	-2	-2	-6	-6	13	16	0	0	0	0	0	0	0	0	13	14
Taxi	0	0	0	0	10	12	0	0	0	0	0	0	0	0	2	2
Subway/Railroad	0	0	-3	-3	17	20	0	0	0	0	0	0	0	0	8	8
Bus	0	0	0	0	17	20	0	0	0	0	0	0	0	0	15	16
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	0	0	0	0	279	328	0	0	0	0	0	0	-4	-4	221	229
Total	-2	-2	-9	-9	336	396	0	0	0	0	0	0	-4	-4	259	269
Vehicle Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-1	-17	-4	2	2	30	30	10	0	0	0	-2	-2	9	5
Taxi	0	0	0	0	2	2	0	0	0	0	0	0	-1	-1	2	1
Taxi Balanced	0	0	0	0	4	4	0	0	0	0	0	0	-2	-2	3	3
School Bus	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0
Truck	0	0	-3	-3	0	0	0	0	0	0	0	0	0	0	3	3
Total	-2	-1	-20	-7	6	6	36	36	10	0	0	0	-4	-4	15	11
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-2	-10	-10	6	7	0	0	0	0	0	0	-1	-1	15	13
Taxi	0	0	0	0	6	6	0	0	0	0	0	0	0	0	3	3
Taxi Balanced	0	0	0	0	12	12	0	0	0	0	0	0	0	0	6	6
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	-2	-2	0	0	0	0	0	0	0	0	0	0	3	3
Total	-2	-2	-12	-12	18	19	0	0	0	0	0	0	-1	-1	24	22
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-1	-2	-4	-19	6	6	12	12	0	2	0	0	-2	-3	5	11
Taxi	0	0	0	0	4	5	0	0	0	0	0	0	-1	-1	1	2
Taxi Balanced	0	0	0	0	9	9	0	0	0	0	0	0	-2	-2	3	3
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-1	-2	-4	-19	15	15	12	12	0	2	0	0	-4	-5	8	14
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	-2	-2	-6	-6	7	10	0	0	0	0	0	0	0	0	9	9
Taxi	0	0	0	0	7	9	0	0	0	0	0	0	0	0	2	2
Taxi Balanced	0	0	0	0	16	16	0	0	0	0	0	0	0	0	4	4
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	-2	-2	-6	-6	23	26	0	0	0	0	0	0	0	0	13	13

TABLE 5: RWCDs Travel Demand Forecast (continued)

Land Use: Size/Units:	House of Worship		Medical Office		PS/IS School Grades K-4 (Student)		PS/IS School Grades 5-7 (Student)		PS/IS School Grade 8 (Student)		PS/IS School (Staff) (Staff)		PS/IS School (Parent) (Parent)		Total	
	7,873	gsf	91,981	gsf	463	students	318	students	101	students	82	staff	122	parents		
Peak Hour Trips:																
AM	12		470		464		318		102		82		244		8,538	
MD	6		1,286		0		0		0		0		0		13,620	
PM	10		1,404		48		32		12		82		26		12,254	
Sat MD	26		1,286		0		0		0		0		0		12,456	
Person Trips:																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	126	15	70	0	48	0	15	0	34	0	0	0	445	916
Taxi	0	0	8	1	0	0	0	0	0	0	0	0	0	0	1	17
Subway/Railroad	0	0	139	17	15	0	21	0	41	0	32	0	0	0	759	2,487
Bus	0	0	75	10	8	0	10	0	20	0	16	0	0	0	329	654
School Bus	0	0	0	0	255	0	80	0	0	0	0	0	0	0	482	0
Walk/Other	8	4	71	8	116	0	159	0	26	0	0	0	122	122	1,385	1,063
Total	8	4	419	51	464	0	318	0	102	0	82	0	122	122	3,401	5,137
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	195	189	0	0	0	0	0	0	0	0	0	0	732	664
Taxi	0	0	13	13	0	0	0	0	0	0	0	0	0	0	70	73
Subway/Railroad	0	0	216	208	0	0	0	0	0	0	0	0	0	0	1,155	1,126
Bus	0	0	119	113	0	0	0	0	0	0	0	0	0	0	664	619
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	3	3	112	108	0	0	0	0	0	0	0	0	0	0	4,289	4,228
Total	3	3	655	631	0	0	0	0	0	0	0	0	0	0	6,910	6,710
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	202	219	0	27	0	10	0	2	0	34	0	0	1,132	768
Taxi	0	0	14	15	0	0	0	0	0	0	0	0	0	0	52	41
Subway/Railroad	0	0	223	240	0	6	0	4	0	5	0	32	0	0	2,558	1,388
Bus	0	0	121	132	0	3	0	2	0	2	0	16	0	0	852	593
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	7	3	114	124	0	12	0	16	0	3	0	0	13	13	2,396	2,474
Total	7	3	674	730	0	48	0	32	0	12	0	82	13	13	6,990	5,264
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	2	1	158	227	0	0	0	0	0	0	0	0	0	0	868	865
Taxi	0	0	10	15	0	0	0	0	0	0	0	0	0	0	60	56
Subway/Railroad	0	0	174	250	0	0	0	0	0	0	0	0	0	0	1,715	1,751
Bus	1	0	96	137	0	0	0	0	0	0	0	0	0	0	688	673
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk/Other	16	6	89	130	0	0	0	0	0	0	0	0	0	0	3,076	2,704
Total	19	7	527	759	0	0	0	0	0	0	0	0	0	0	6,407	6,049
Vehicle Trips :																
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	85	10	54	54	37	37	12	12	23	0	0	0	362	1,003
Taxi	0	0	5	1	0	0	0	0	0	0	0	0	0	0	-3	18
Taxi Balanced	0	0	6	6	0	0	0	0	0	0	0	0	0	0	15	15
School Bus	0	0	0	0	8	8	3	3	0	0	0	0	0	0	17	17
Truck	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30	30
Total	0	0	91	16	63	63	40	40	12	12	23	0	0	0	424	1,065
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	131	127	0	0	0	0	0	0	0	0	0	0	406	380
Taxi	0	0	8	8	0	0	0	0	0	0	0	0	0	0	35	41
Taxi Balanced	0	0	16	16	0	0	0	0	0	0	0	0	0	0	76	76
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	2	2	1	1	1	1	0	0	0	0	0	0	40	40
Total	0	0	149	145	1	1	1	1	0	0	0	0	0	0	522	496
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	0	0	134	146	21	21	8	8	2	2	0	23	0	0	994	609
Taxi	0	0	9	10	0	0	0	0	0	0	0	0	0	0	33	25
Taxi Balanced	0	0	19	19	0	0	0	0	0	0	0	0	0	0	58	58
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
Total	0	0	153	165	21	21	8	8	2	2	0	23	0	0	1,056	671
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto (Total)	1	0	61	87	0	0	0	0	0	0	0	0	0	0	477	470
Taxi	0	0	4	5	0	0	0	0	0	0	0	0	0	0	34	30
Taxi Balanced	0	0	9	9	0	0	0	0	0	0	0	0	0	0	64	64
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	1	0	70	96	0	0	0	0	0	0	0	0	0	0	544	537

70% linked-trip credit applied to local retail use.
 25% linked-trip credit applied to restaurant and FRESH (supermarket) uses.
 Pre-K and PS/IS student absentee rate assumed to be 5%

Proposed Actions would generate a net increase of approximately 8,538 person trips in the weekday AM peak hour, 13,620 in the weekday midday, 12,254 in the weekday PM peak hour, and 12,456 in the Saturday midday peak hour. Peak hour vehicle trips (including auto, truck, and taxi trips balanced to reflect that some taxis arrive or depart empty) would increase by a net total of approximately 1,489, 1,018, 1,727, and 1,081 (in and out combined) in the weekday AM, midday, and PM, and Saturday midday peak hours, respectively. Peak hour subway trips would increase by a net total of approximately 3,246, 2,281, 3,946 and 3,466 during these periods, respectively, while bus trips would increase by approximately 983, 1,283, 1,445 and 1,361, respectively. Lastly, walk-only trips would increase by 2,448, 8,817, 4,870 and 5,780 trips during the weekday AM, midday, and PM, and Saturday midday peak hours, respectively.

The Proposed Actions are not expected to generate substantial numbers of trips by the Long Island Rail Road (LIRR). As the LIRR's East New York station is located more than ½-mile from the majority of projected development sites (and therefore not within a convenient walking distance), any commuter rail trips generated by the Proposed Actions would likely start or end on another mode of transit (i.e., subway and bus) and are assumed to be reflected in the forecast for these modes.

Table 6 shows the net incremental change in peak hour vehicle trips (auto, taxi, and truck) that would be generated by each development cluster and outlier site during the weekday AM, midday and PM and Saturday midday peak hours.³ As shown in **Table 6**, clusters 4 and 5 would generate the greatest number of new vehicle trips in all peak hours. Cluster 4 would account for approximately ten to 20 percent of the total vehicle trips generated by the Proposed Actions, and Cluster 5 would account for approximately 50 to 57 percent. Under the RWCDs, development of Cluster 2 and sites 12 and 68 would result in net decreases in vehicle trips during one or more peak hours due to anticipated changes in land uses (e.g., from auto-related and warehouse uses to residential and retail uses).

ANALYSIS PERIODS

Based on *CEQR Technical Manual* guidelines, a quantified traffic analysis is typically required if a proposed action would result in more than 50 vehicle trip ends in a peak hour. As shown in **Table 5**, the Proposed Actions are expected to result in more than 50 total vehicle trips during the weekday AM and PM peak hours (which are typical peak periods for commuter travel demand) and the weekday midday and Saturday midday peak hours (which are typical peak periods for retail demand). All of these periods are therefore included in the quantified analysis of traffic conditions. Based on existing traffic volumes in the study area as reflected in automatic traffic recorder (ATR) count data, the weekday 7:30-8:30 AM, 1-2 PM and 5-6 PM peak hours were selected for analysis along with the Saturday 1-2 PM midday peak hour.

³ Detailed demand forecasts for each of the projected development site clusters and the four outlier sites are provided in Tables 1 through 14 in **Appendix B**.

TABLE 6: RWCDs Net Incremental Vehicle Trips by Cluster

Cluster/Site	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
1	107	126	181	125
2	189	-16	116	45
3	56	6	63	37
4	148	203	266	186
5	852	581	901	538
6	9	6	10	7
7	29	12	31	21
8	17	28	32	25
9	27	14	30	19
10	51	50	69	61
Site 1	22	8	28	12
Site 2	8	8	12	17
Site 12	-13	-4	-11	-10
Site 68	-7	-4	-1	-2
Total	1,489	1,018	1,727	1,081

Transit (both subway and bus) analyses generally examine conditions during the weekday AM and PM commuter peak periods, as it is during these times that overall transit demand (and the potential for significant adverse impacts) is typically greatest. Based on existing pedestrian volumes at area subway stations, the peak hours selected for the analysis of subway station conditions are 7:15-8:15 AM and 5-6 PM.

According to *CEQR Technical Manual* guidelines, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips. As shown in **Table 5**, the net increase in pedestrian trips resulting from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold during the weekday AM and PM commuter peak hours and the weekday midday and Saturday midday peak hours for retail demand. Based on existing peak pedestrian volumes along major corridors in the study area, the peak hours selected for analysis include the weekday 7:30-8:30 AM, 1-2 PM and 5-6 PM periods. As project increment pedestrian trips during the Saturday midday would generally have assignment patterns similar to those of the weekday midday but with lower overall volumes, significant adverse pedestrian impacts over and above those identified for the weekday midday are considered unlikely. The Saturday midday peak hour is therefore not analyzed for pedestrians.

TRAFFIC STUDY AREA

Rezoning Area Street Network

Primary East-West Corridors

As shown in **Figure 1**, the rezoning area street network is an irregular grid system. The primary streets providing access to the rezoning area include Atlantic, East New York, Jamaica, Pennsylvania and Pitkin avenues, North Conduit Boulevard, South Conduit Boulevard, Broadway, Eastern Parkway Extension, Fulton Street and the Jackie Robinson Parkway. **Atlantic Avenue**, the primary arterial within the rezoning area, runs east-west connecting downtown Brooklyn to the west with Jamaica, Queens and JFK International Airport (via Conduit Boulevard) to the east. Within most of the rezoning area, Atlantic Avenue has a width of 120 feet and operates with three moving lanes and a curbside lane in each direction. It is also a designated through truck route. The north and south grid street approaches to Atlantic Avenue align to the west of Warwick Street but do not align to the east of Warwick Street. The presence of a raised center median limits north-south through movements across Atlantic Avenue.

Paralleling Atlantic Avenue three blocks to the south is **Pitkin Avenue**, an 80-foot-wide two-way street that typically operates with one moving lane plus a curbside lane in each direction. Paralleling Atlantic Avenue one block to the north is **Fulton Street**, a 70-foot-wide east-west street that operates one-way eastbound within the rezoning area. Subway trains on New York City Transit's (NYCT's) Jamaica Line operate on an elevated structure above the roadway to the east of Alabama Avenue. To the north of Fulton Street is **Jamaica Avenue**, an approximately 40-foot-wide two-way arterial that operates in a northeasterly direction from an intersection with East New York Avenue, Fulton Street and Broadway to the city-line at Bellerose, Queens where it becomes Jericho Turnpike. **Broadway** is an approximately 40-foot-wide street that continues in a northwesterly direction from Jamaica Avenue to Williamsburg, Brooklyn. Broadway operates one-way westbound from Fulton Street to Truxton Street/Van Sinderen Avenue and two-way from that point west. The elevated structure of NYCT's Jamaica subway line is located along the length of Broadway from the Williamsburg Bridge to Jamaica Avenue.

Approaching the study area from the southwest is **East New York Avenue** which runs from Jamaica Avenue to the Prospect-Lefferts Gardens neighborhood. In proximity to the rezoning area it varies in width from 30 feet to 95 feet, and typically operates two-way except for a two-block segment between Sackman Street and Pacific/Junius streets which operates one-way eastbound. East New York Avenue crosses beneath Atlantic Avenue in an underpass from Pacific/Junius streets to Williams Avenue and Fulton Street. The **Eastern Parkway Extension**, which also approaches the study area from the southwest, runs from Bushwick Avenue at the west end of the rezoning area to Grand Army Plaza. It is a two-way, 70-foot-wide roadway with a raised center median separating the eastbound and westbound travelways.

At the eastern end of the rezoning area are westbound **North Conduit Boulevard** and eastbound **South Conduit Boulevard** (North Conduit Avenue and South Conduit Avenue in Queens) which are separated by a wide planted median and connect Atlantic Avenue with the Belt Parkway. Liberty and Glenmore

avenues are two additional east-west streets that parallel Atlantic Avenue on the south and provide primarily local access in the vicinity of the rezoning area. **Liberty Avenue** is a 35-foot-wide two-way street, while **Glenmore Avenue** is 30 feet in width and operates one-way westbound.

Primary North-South Corridors

As shown in **Figure 1**, **Pennsylvania Avenue** is the primary north-south corridor in the vicinity of the rezoning area. It is a 60-foot wide heavily trafficked two-way thoroughfare and a designated local truck route, and connects the Jackie Robinson Parkway to the north with Linden Boulevard and the Belt (Shore) Parkway to the south. The **Jackie Robinson Parkway** extends approximately five miles from Jamaica and Pennsylvania avenues to the Kew Gardens Interchange in Kew Gardens, Queens, where it meets the Grand Central Parkway and the Van Wyck Expressway (I-678). In addition to the terminus at Jamaica/Pennsylvania avenues, other interchanges in proximity to the study area include Exit 2 at Vermont Place and Exit 3 at Cypress Hills Street. Other north-south corridors in the vicinity of the rezoning area are typically narrow, one-directional streets.

Other Transportation Infrastructure

The western portion of the rezoning area is characterized by an irregular and complex street pattern and a substantial amount of railroad and rail transit infrastructure. Many of the primary streets serving the rezoning area intersect at this location (known as Broadway Junction), including Atlantic, Jamaica and East New York avenues, Fulton Street, Broadway, and the Jackie Robinson Parkway. The Atlantic Avenue mainline runs above grade on a viaduct for ten blocks from the Eastern Parkway Extension to Georgia Avenue, and East New York Avenue crosses beneath this viaduct in an underpass from Pacific/Junius streets to Williams Avenue and Fulton Street. Between these two roadway structures is the Long Island Rail Road's East New York station served by trains operating to and from Atlantic Terminal in Downtown Brooklyn. NYC Transit's Atlantic Avenue subway station on the Canarsie Line is located on an elevated structure located directly above this roadway/rail crossing. Lastly, beneath these multiple layers of transportation infrastructure lies a tunnel for the LIRR's freight-only Bay Ridge Branch which is currently operated by the New York and Atlantic Railway. A portal for this tunnel is located just west of the intersection of East New York and Van Sinderen avenues.

Traffic Assignment and Analysis Locations

The assignments of auto and taxi trips to the street network in proximity to the rezoning area are based on the locations of each projected development site cluster and outlier and the anticipated origins and destinations of vehicle trips associated with the different uses projected for each site under the RWCDs (e.g., commercial, residential, etc.). The origins/destinations of residential and non-retail commercial trips used for the assignments are based upon 2009-2013 ACS journey-to-work and reverse journey-to-work data, respectively. Retail trip origins/destinations are based on population density in proximity to the rezoning area. **Table 7** shows the directional distributions of auto and taxi trips by land use based on the origin/destination data. Using these distributions, auto and taxi trips were first assigned to various

TABLE 7: Directional Distributions of Auto/Taxi Trips by Land Use

Land Use	Brooklyn								Manhattan	Bronx	Queens	Long Island	Staten Island/N.J.	Upstate/ Connecticut
	E	SE	S	SW	W	NW	N	NE						
Non-Retail Commercial ¹	0.0%	0.0%	13.2%	17.6%	4.0%	4.3%	1.0%	0.6%	1.1%	3.0%	31.3%	13.4%	10.3%	0.2%
Residential/Hotel	1.5%	0.7%	15.3%	8.8%	14.1%	7.0%	2.5%	2.4%	10.7%	1.8%	24.1%	9.7%	1.0%	0.4%
Local Retail/Community Uses ²	----	30.0%	----	31.0%	----	13.0%	----	26.0%	----	----	----	----	----	----
Notes:														
¹ Includes office, light industrial, and warehouse uses.														
² Includes local retail, restaurant, auto repair/dealership, supermarket, Pre-K, day-care, community center, house of worship and medical office uses.														

portals on the periphery of the rezoning area and from there via the most direct route to trip nodes located within each cluster or in proximity to an outlier development site. Truck trips en route to and from each cluster/outlier site were assigned to designated through and local truck routes and then to the most direct paths to and from trip nodes. The majority of truck trips were assigned to the through truck route along Atlantic Avenue as this corridor connects the rezoning area to both the Brooklyn-Queens expressway (I-278) to the west and the Van Wyck Expressway (I-678) to the east. Other truck routes in proximity to the rezoning area to which trips were assigned include Broadway, Pennsylvania Avenue, North Conduit Boulevard and South Conduit Boulevard.

As discussed above, projected development associated with the Proposed Actions would result in a net incremental increase of 1,489 vehicle trips during the weekday AM peak hour, 1,018 during the midday peak hour, 1,727 during the PM peak hour and 1,081 during the Saturday midday peak hour. As these traffic volumes would exceed 50 trips in each peak hour (the *CEQR Technical Manual* Level 1 screening threshold for a detailed analysis), a preliminary assignment of net increment traffic volumes was prepared to help identify individual intersections that would potentially exceed 50 trips per hour (a Level 2 screening assessment). This preliminary assignment focused on the weekday AM and PM peak hours as they are the periods of highest overall demand. In consultation with DCP and DOT, representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were then selected for detailed analysis based on the preliminary assignments. Existing bottleneck locations and prevailing travel patterns in the study area were also taken into consideration. **Figure 2** shows the locations of the 74 intersections (58 signalized and 16 unsignalized) that were selected for detailed analysis. Of these, 60 are located in proximity to projected development sites and are included within a primary study area, and 14 more distant intersections located along key access corridors are included within a secondary study extending up to ½-mile from the primary study area. (Given the density of the street grid, traffic is expected to become less concentrated—and therefore less likely to result in significant traffic impacts—with increasing distance from the rezoning area.) As the rezoning area extends for over two miles in an east-west direction, the traffic study area includes many intersections along the primary east-west corridors providing access to projected development sites such as Fulton Street (10 intersections), Atlantic Avenue (18 intersections), Liberty Avenue (17 intersections) and Pitkin Avenue (11 intersections). There are a total of seven analyzed intersections along Pennsylvania Avenue, the primary north-south corridor serving the rezoning area.

Figures 3 through 6 show the assignment of net incremental peak hour vehicle trips from the Proposed Actions' RWCDs at analyzed intersections within the primary and secondary traffic study areas.

TRANSIT

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed



AM Peak Hour Project Increment Traffic Volumes



AM Peak Hour Project Increment Traffic Volumes





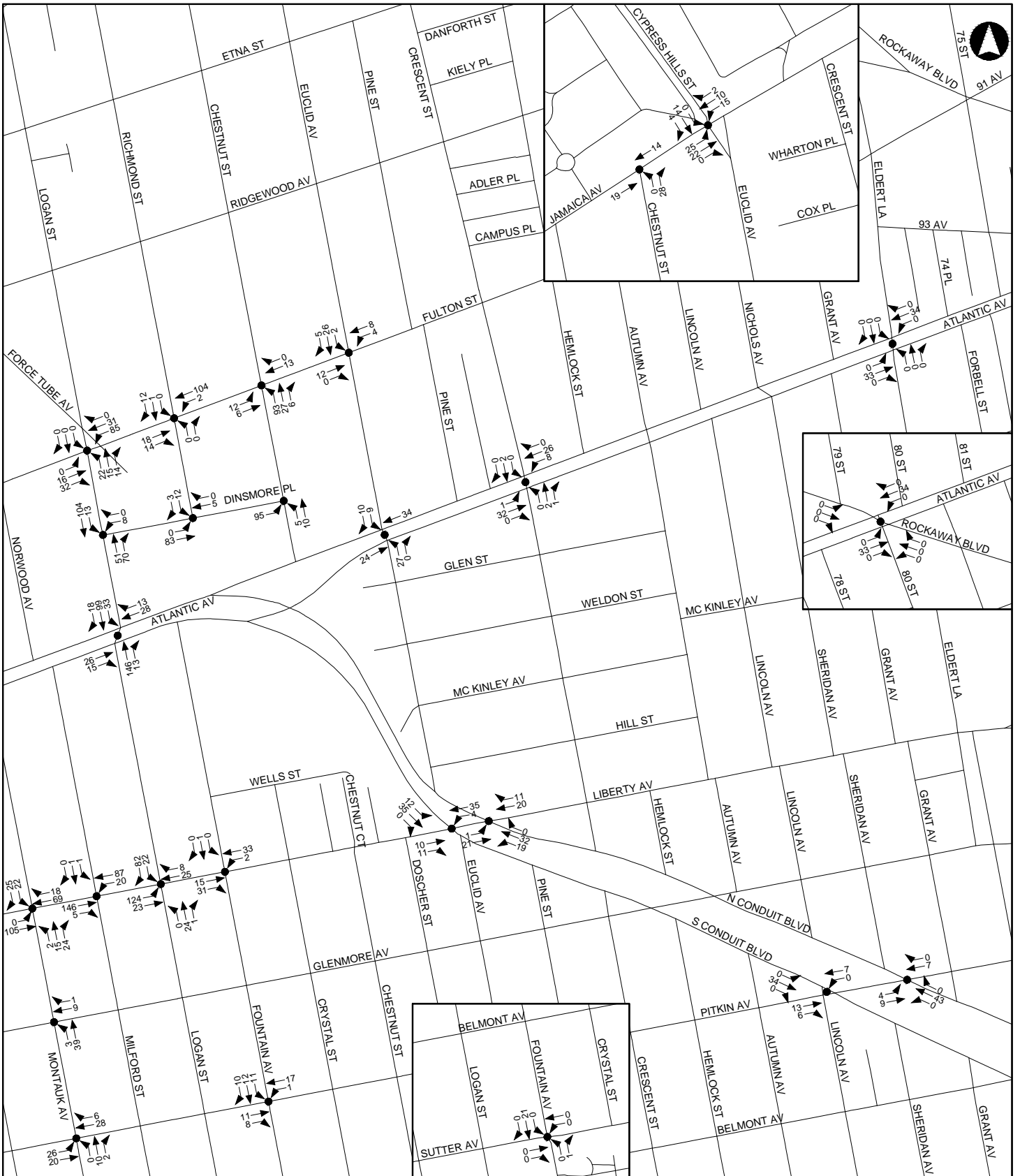
Midday Peak Hour Project Increment Traffic Volumes



Midday Peak Hour Project Increment Traffic Volumes



Midday Peak Hour Project Increment Traffic Volumes



PM Peak Hour Project Increment Traffic Volumes







Saturday Midday Peak Hour Project Increment Traffic Volumes



Saturday Midday Peak Hour Project Increment Traffic Volumes





action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

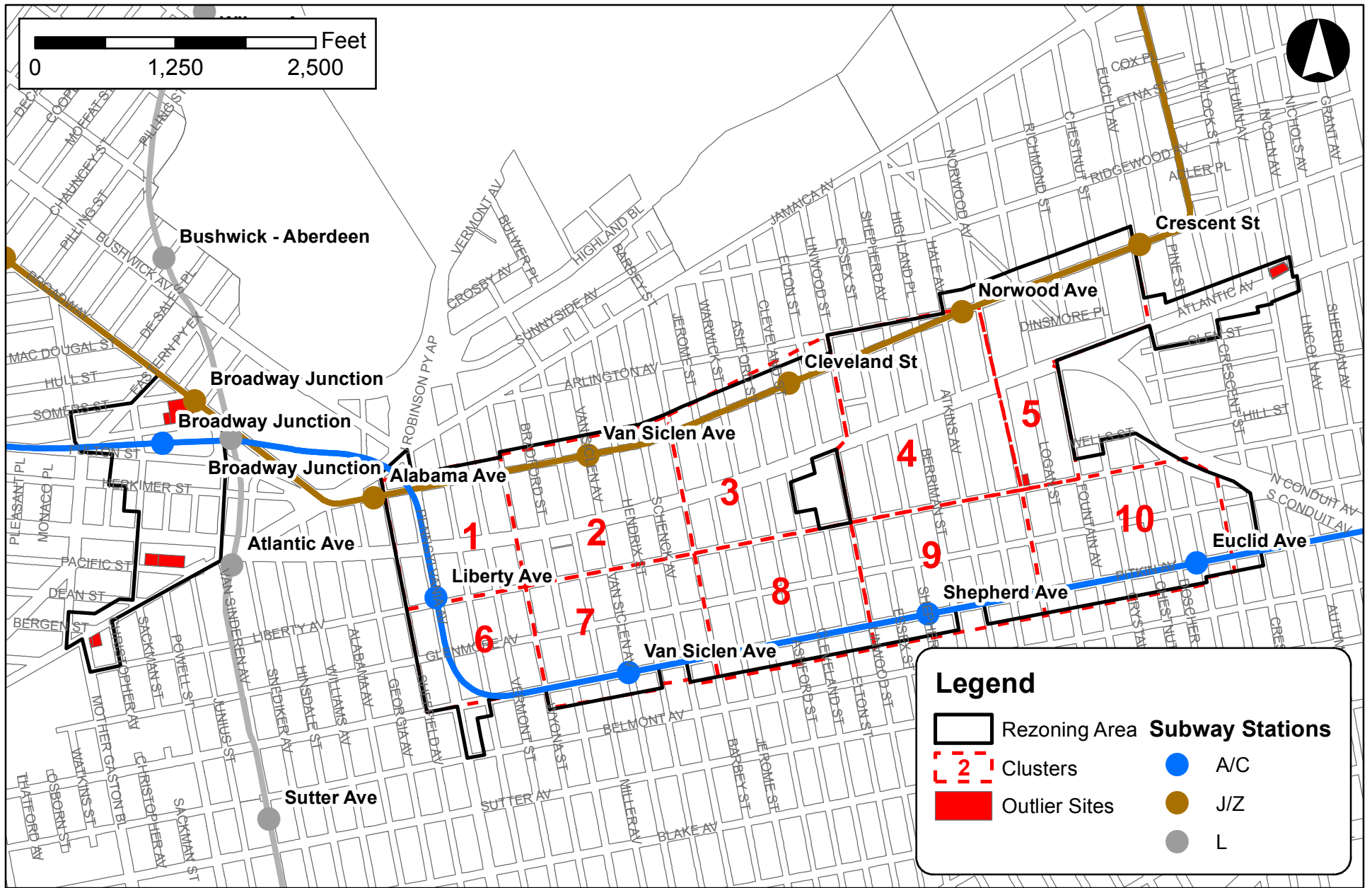
Subway Analysis

Subway Stations

There are a total of thirteen NYCT subway stations within, or in close proximity to, the rezoning area. These stations are presented in **Figure 7** and **Table 8**, along with the subway routes serving each facility. As shown in **Figure 7**, J and Z subway trains operating on the Jamaica Line serve six elevated stations above Broadway and Fulton Street in proximity to the northern portion of the rezoning area, including Broadway Junction, Alabama Avenue, Van Siclen Avenue, Cleveland Street, Norwood Avenue and Crescent Street. The below-ground Broadway Junction, Liberty Avenue, Van Siclen Avenue, Shepherd Avenue and Euclid Avenue stations on the Fulton Street Line are served by A and/or C trains and are generally located in proximity to the western and southern portions of the rezoning area beneath Fulton Street, Pennsylvania Avenue, and Pitkin Avenue. Lastly, L trains operating on the Canarsie Line serve two elevated stations above Van Sinderen Avenue at the western end of the rezoning area – Broadway Junction and Atlantic Avenue. As the Broadway Junction stations on the three subway lines serving the rezoning area are interconnected, they will be considered as a single station complex.

TABLE 8: RWCDS Net Incremental Peak Hour Subway Trips by Station

Subway Station	AM Peak Hour Trips			PM Peak Hour Trips		
	Into Project	Out of Project	Total	Into Project	Out of Project	Total
Project Summary						
Peak Hour Project-Generated Trips:	3,401	5,137	8,538	6,990	5,264	12,254
Peak Hour Project-Generated Subway Trips:	759	2,487	3,246	2,558	1,388	3,946
Subway Station Summary						
Broadway Junction (A/C/L/J/Z)	8	57	65	58	24	82
Alabama Avenue (J/Z)	37	108	145	131	77	208
Van Siclen Avenue (J/Z)	33	136	169	102	51	153
Cleveland Street (J)	40	188	228	180	90	270
Norwood Avenue (J/Z)	241	418	659	462	310	772
Crescent Street (J/Z)	140	448	588	490	278	768
Atlantic Avenue (L)	11	70	81	61	27	88
Liberty Avenue (C)	37	134	171	153	81	234
Van Siclen Avenue (C)	53	256	309	212	95	307
Shepherd Avenue (C)	102	395	497	425	226	651
Euclid Avenue (A/C)	57	277	334	284	129	413
Total	759	2,487	3,246	2,558	1,388	3,946



Subway Assignment and Analyzed Stations

As shown in **Table 5**, under the RWCDs, the Proposed Actions would generate a net increment of approximately 3,246 and 3,946 subway trips during the weekday AM and PM commuter peak hours, respectively. Trips from each development cluster or outlier site were assigned to the individual stations serving the rezoning area based on proximity to projected development sites and distribution data provided by NYCT. **Table 8** shows the estimated net incremental subway trips generated by the Proposed Actions during the weekday AM and PM peak hours at each of the subway stations serving the rezoning area. As shown in **Table 8**, the highest number of peak hour subway trips are expected to occur at the Norwood Avenue (J/Z) station on the Jamaica Line which would experience approximately 659 incremental trips (in + out combined) in the AM peak hour and 772 in the PM peak hour. The highest number of trips on the Fulton Street Line would occur at the Shepherd Avenue (C) station which would experience an estimated 497 incremental trips in the AM peak hour and 651 in the PM.

The analysis of subway station conditions focuses on a total of eight subway stations at which incremental demand from the Proposed Actions would exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or both peak hours. As shown in **Table 8**, these subway stations include:

- Alabama Avenue (J/Z)
- Cleveland Street (J)
- Norwood Avenue (J/Z)
- Crescent Street (J/Z)
- Liberty Avenue (C)
- Van Siclen Avenue (C)
- Shepherd Avenue (C)
- Euclid Avenue (A/C)

For each of these facilities, key circulation elements (e.g., street stairs and fare arrays) expected to be used by concentrations of new demand from the Proposed Actions are analyzed.

Subway Line Haul

As discussed above, the rezoning area is served by a total of five NYCT subway routes, including the A, C, J, L, and Z lines. As the Proposed Actions are expected to generate 200 or more new subway trips in one direction on one or more of these routes, an analysis of subway line haul conditions is included in the EIS. The analysis uses existing maximum load point subway service and ridership data provided by NYCT to assess existing, future No-Action, and future With-Action conditions at the peak load points of the respective subway lines during the weekday AM and PM peak hours.

Bus Analysis

Bus Routes

As shown in **Figure 8**, the proposed rezoning area is served by a total of approximately ten MTA local bus routes; eight operated by NYCT and two operated by MTA Bus. The NYCT bus routes serving the rezoning area include the B12, which runs along East New York Avenue in the rezoning area and connects to Prospect-Lefferts Gardens/Prospect Park (to the west); the B13, which runs along Crescent Street and Euclid Avenue in the rezoning area and connects to Bushwick (to the north) and Spring Creek (to the south); the B14 which runs along Sutter Avenue to the south of the rezoning area en route between Crown Heights and the Brooklyn General Mail Facility; the B20, which runs along Broadway and Pennsylvania Avenue in the rezoning area and connects to Ridgewood, Queens (to the north) and Spring Creek (to the south); the B25, which runs along Fulton Street in the rezoning area and connects to Fulton Landing (to the northwest); the B83, which runs along Jamaica and Pennsylvania avenues in the rezoning area and connects to Spring Creek (to the south); the Q24, which runs along Broadway and Atlantic avenues in the rezoning area and connects to Jamaica, Queens (to the east) and Bushwick (to the north); and the Q56, which runs along Broadway and Jamaica Avenue in the rezoning area and connects to Jamaica, Queens (to the east). The two MTA Bus local routes serving the rezoning area include the Q7, which runs along Pitkin Avenue through the rezoning area to a terminus at Euclid Avenue and connects to JFK International Airport to the southeast; and the Q8, which runs along Logan Street and Pitkin and Euclid avenues in the rezoning area and connects to Jamaica, Queens (to the northeast) and Spring Creek (to the south). The B12, B25, B83 and Q56 routes all terminate in the vicinity of the Broadway Junction subway station complex facilitating subway-bus transfers.

Bus Assignment and Analyzed Routes

As shown in **Table 5**, projected development sites are expected to generate a net total of approximately 983 and 1,445 incremental trips by bus during the weekday AM and PM peak hours, respectively. These local bus trips were assigned to each route based on proximity to individual projected development sites or clusters and current ridership patterns. **Table 9** shows the anticipated numbers of new riders expected on each local bus route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in **Table 9**, a total of three local bus routes are expected to experience 50 or more new trips in one direction in at least one peak hour and are therefore analyzed in the EIS – the B13 and Q24 routes operated by NYCT and the Q8 route operated by MTA Bus.

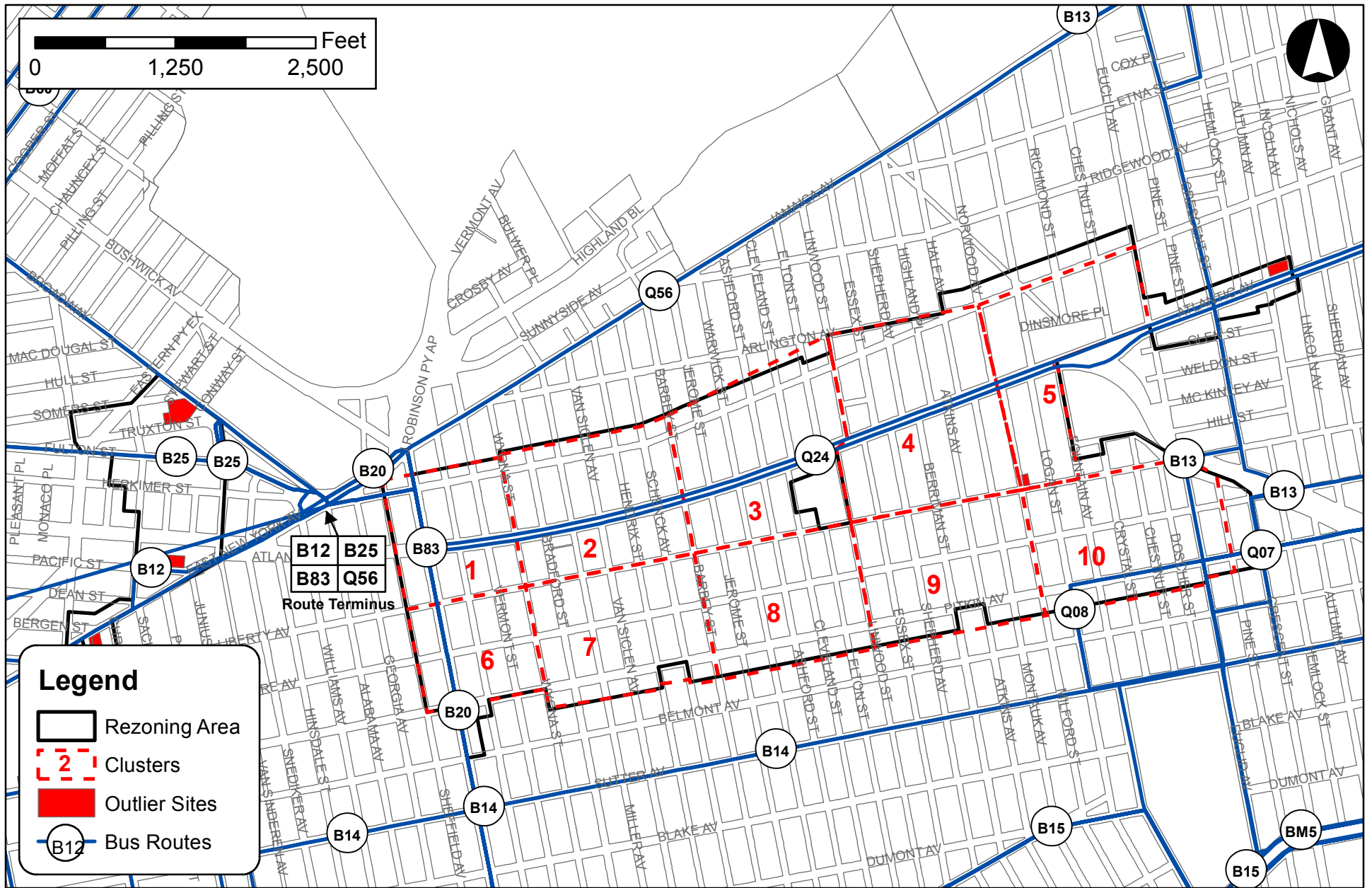


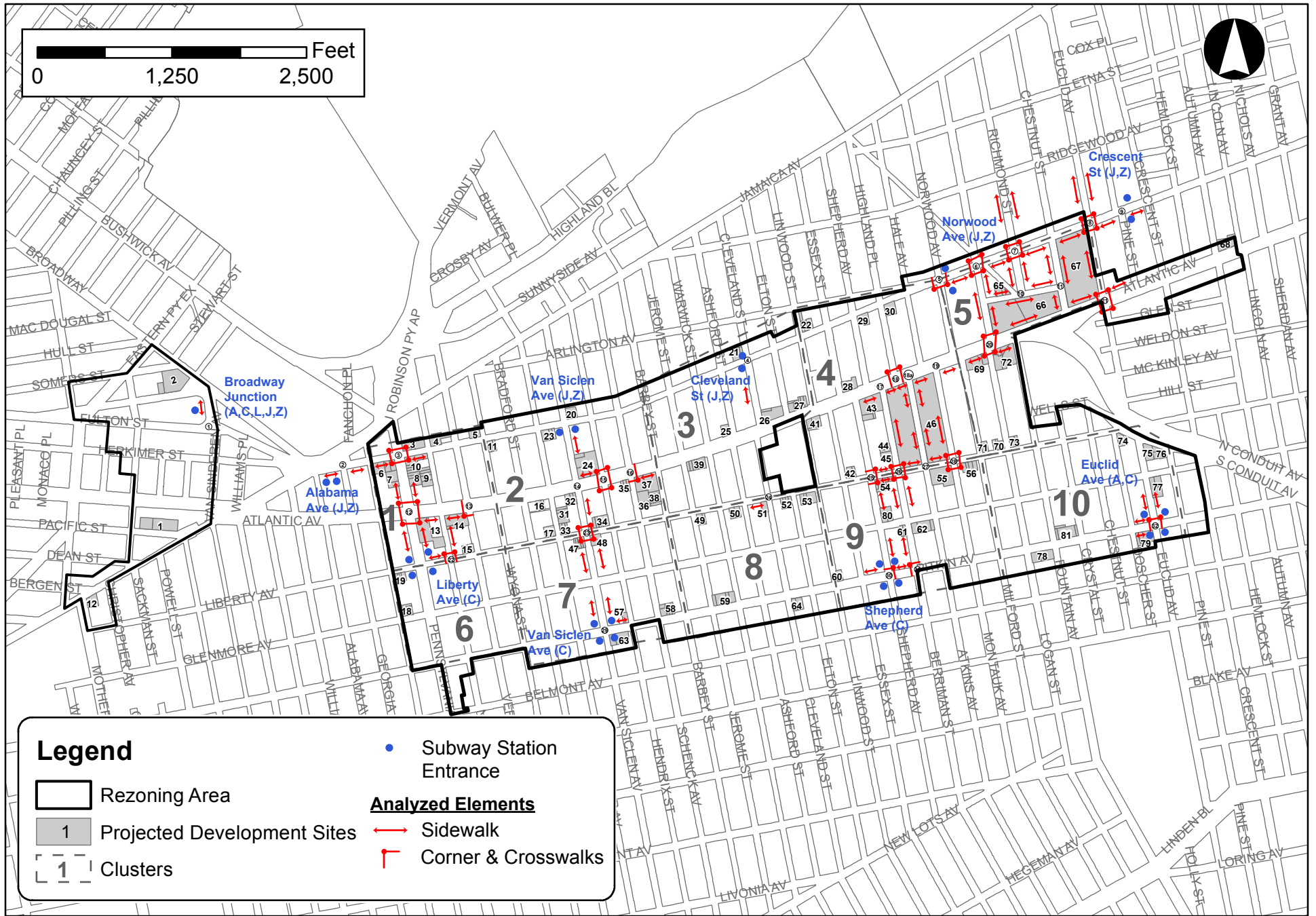
TABLE 9: RWCDs Net Incremental Subway Trips by Station

Route	Direction	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
B12	EB	4	0	4	21	0	21
	WB	0	15	15	0	12	12
B13	NB	39	57	96	38	30	68
	SB	32	35	67	85	67	152
B14	EB	1	9	10	17	8	25
	WB	2	14	16	12	5	17
B20	NB	5	10	15	12	7	19
	SB	3	9	12	15	12	27
B25	EB	1	0	1	4	0	4
	WB	0	2	2	0	2	2
B83	NB	15	0	15	43	0	43
	SB	0	34	34	0	28	28
Q7	EB	0	17	17	0	4	4
	WB	1	0	1	10	0	10
Q8	EB	18	47	65	29	18	47
	WB	8	20	28	59	37	96
Q24	EB	110	210	320	231	166	397
	WB	78	148	226	240	172	412
Q56	EB	0	27	27	0	25	25
	WB	12	0	12	36	0	36
Total		329	654	983	852	593	1,445
Notes:							
Bold - denotes greater than 50 incremental trips per direction.							

PEDESTRIANS

Under *CEQR Technical Manual* guidelines, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more new peak hour pedestrians at any sidewalk, corner reservoir area or crosswalk. As shown in **Table 5**, the Proposed Actions are expected to generate approximately 2,448 walk-only trips in the weekday AM peak hour, 8,517 in the midday peak hour, 4,870 in the PM peak hour, and 5,780 in the Saturday midday peak hour. Persons en route to and from subway station entrances, bus stops and public parking facilities would add approximately 4,279, 3,627, 5,467 and 4,890 additional pedestrian trips to rezoning area sidewalks and crosswalks during these same periods, respectively. In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to projected development sites as well as along corridors connecting these sites to area subway station entrances. In the midday periods, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping and/or errands.

The analysis of pedestrian conditions focuses on representative pedestrian elements where new trips generated by projected developments are expected to be most concentrated. These elements—sidewalks, corner areas and crosswalks—are primarily located in the vicinity of major projected development sites and corridors connecting these sites to area subway station entrances and bus routes. As shown in **Figure 9**, they include a total of 79 sidewalks, 58 corner reservoir areas, and 67 crosswalks



primarily located along the Atlantic Avenue, Berriman Street, Euclid Avenue, Fulton Street, Liberty Avenue, Pennsylvania Avenue, Richmond Street, Shepherd Avenue and Van Siclen Avenue corridors.

PARKING

Parking demand from commercial and retail uses typically peaks in the weekday midday period and declines during the afternoon and evening. By contrast, residential demand typically peaks during the overnight period.

It is anticipated that the on-site required accessory parking may not be sufficient to accommodate the overall incremental demand that would be generated by the Proposed Actions. As such, detailed existing on-street and off-street parking inventories for the weekday midday and overnight periods are provided in the EIS to document the existing supply and demand during each period. The parking analyses document changes in the parking supply and utilization in the rezoning area and within a ¼-mile radius of the rezoning area under both No-Action and With-Action conditions. Given the large size of the parking study area, localized parking conditions during the weekday midday and overnight periods are also assessed for a sub-area encompassing a ¼-mile radius around the three largest projected development sites (sites 46, 66 and 67).

The forecast of parking demand generated by the affordable residential component of the Proposed Actions' RWCDs is based on 2008-2012 5-year ACS data on average vehicles per household for affordable units in PUMA 4007 which encompasses a significant portion of the rezoning area. Parking demand from the market rate residential component is similarly derived from ACS data. Parking demands from all other uses are derived from the forecasts of daily auto trips from these uses. Estimates of future parking utilization account for net reductions in demand associated with No-Action land uses displaced from projected development sites under the RWCDs. As none of the No-Action residential development would be designated affordable through the IHP under the RWCDs, the auto ownership rate for market-rate residential uses is assumed for the projected residential development in the future without the Proposed Actions.

The forecast of new parking supply under the RWCDs is based on the number of accessory parking spaces that would be provided on projected development sites in both the No-Action and With-Action conditions. As currently contemplated, no accessory parking would be required for affordable units developed in the With-Action condition. The forecast of future supply also accounts for accessory parking spaces associated with the With-Action commercial uses, which have lower commercial demand in the overnight hours.

APPENDIX A

REFERENCE MATERIAL

- (1) 2009 National Household Travel Study**
- (2) 2009 DCP Residential Parking Study**
- (3) 2000 Regional Travel Household Interview Survey**
- (4) 2013 ACS Data - Study Area Auto Share by Household Income**



SUMMARY OF TRAVEL TRENDS

2009 National Household Travel Survey



U. S. Department of Transportation
Federal Highway Administration



Table 8 shows the trends in person trips per household by household income. Since 1990, the NHTS sample has only included households with telephones, so care should be taken in interpreting results that might be affected by telephone ownership (which is correlated with family income). For example, the data could underestimate trips made by low-income households.

The data series clearly shows that more income is related to more travel, but the increase in person trips levels off at the highest income levels. Across the data series the highest income households make about two and one-half times as many person trips as the lowest income households.

Between the 2001 and 2009 NHTS, significant declines in personal travel were noted for all income groups except the lowest, with the largest declines in the middle-income households earning \$40,000 to \$60,000 a year.

Table 8. Annual Person Trips per Household by Household Income
1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS.

Income	1983	1990	1995	2001	2009	95% CI
ALL	2,628	3,262	3,828	3,581	3,466	31.8
< \$10,000	1,407	2,098	2,137	2,046	2,100	156.3
\$10 to \$20,000	1,927	2,412	2,790	2,542	2,435	101.9
\$20 to \$30,000	2,376	3,008	3,522	3,065	2,854	121.4
\$30 to \$40,000	2,739	3,431	3,980	3,535	3,171	114.0
\$40 to \$50,000	3,037	3,791	4,298	3,905	3,321	135.7
\$50 to \$60,000	3,284	4,138	4,539	4,348	3,748	139.9
\$60 to \$70,000	3,485	4,458	4,726	4,545	4,178	208.2
\$70 to \$80,000	3,635	4,659	4,855	4,867	4,350	172.7
\$80,000+	3,602	4,570	4,829	4,934	4,815	87.5
Unreported		2,536	3,424	2,431	2,263	135.1

Note:

- Incomes for 1983, 1990, adjusted 1990, and 1995 have been adjusted to 2001 dollars.
- All tables reporting totals could include some unreported characteristics.
- 1990 person and vehicle trips were adjusted to account for survey collection method changes (see 2001 Summary of Travel Trends Appendix 2).
- NPTS is Nationwide Personal Travel Survey. CI is Confidence Interval.



The trend of declining vehicle occupancy may have started to reverse, as overall occupancy shows an increase in 2001 and 2009. In 2009, the rise in occupancy was the result of a significant rise in vehicle occupancy for social and recreational travel – changes in occupancy for other purposes were not noteworthy. The calculated occupancy in this table is miles-weighted, using the reported number of people on the trip and the length of the trip together.

Table 16. Average Vehicle Occupancy for Selected Trip Purpose 1977, 1983, 1990, and 1995 NPTS, and 2001 and 2009 NHTS (Person Miles per Vehicle Mile).

Trip Purpose	1977	1983	1990	1995	2001	2009	95% CI
To or From Work	1.3	1.29	1.14	1.14	1.14	1.13	0.01
Shopping	2.1	1.79	1.71	1.74	1.79	1.78	0.05
Other Family/Personal Errands	2	1.81	1.84	1.78	1.83	1.84	0.04
Social and Recreational	2.4	2.12	2.08	2.04	2.03	2.20	0.06
All Purposes	1.9	1.75	1.64	1.59	1.63	1.67	0.03

Note:

- All purposes includes other trip purposes not shown, such as trips to school, church, and work-related business.
- “Other Family/Personal Errands” includes personal business and medical/dental. Please see Appendix A - Glossary for definition.
- NPTS is Nationwide Personal Transportation Survey. CI is Confidence Interval.



The traditional correlation between high population density and the percent of households with fewer or no vehicles is shown in the NHTS data series. Almost thirty percent of the households in areas with a population density greater than 10,000 persons per square mile did not own a vehicle in 2009, a proportion that has remained steady since 1995.

On the other hand, almost seventy percent of the households in the least densely-populated areas owned two or more vehicles, a proportion that has also remained about the same since 1995. Note that many more households in the U.S. are in lower density areas--for example 45 percent of all U.S. households are located in areas with less than 2,000 persons per square mile.

Table 18. Distribution of Households by Household Vehicle Availability and Population Density 1990 and 1995 NPTS and 2001 and 2009 NHTS.

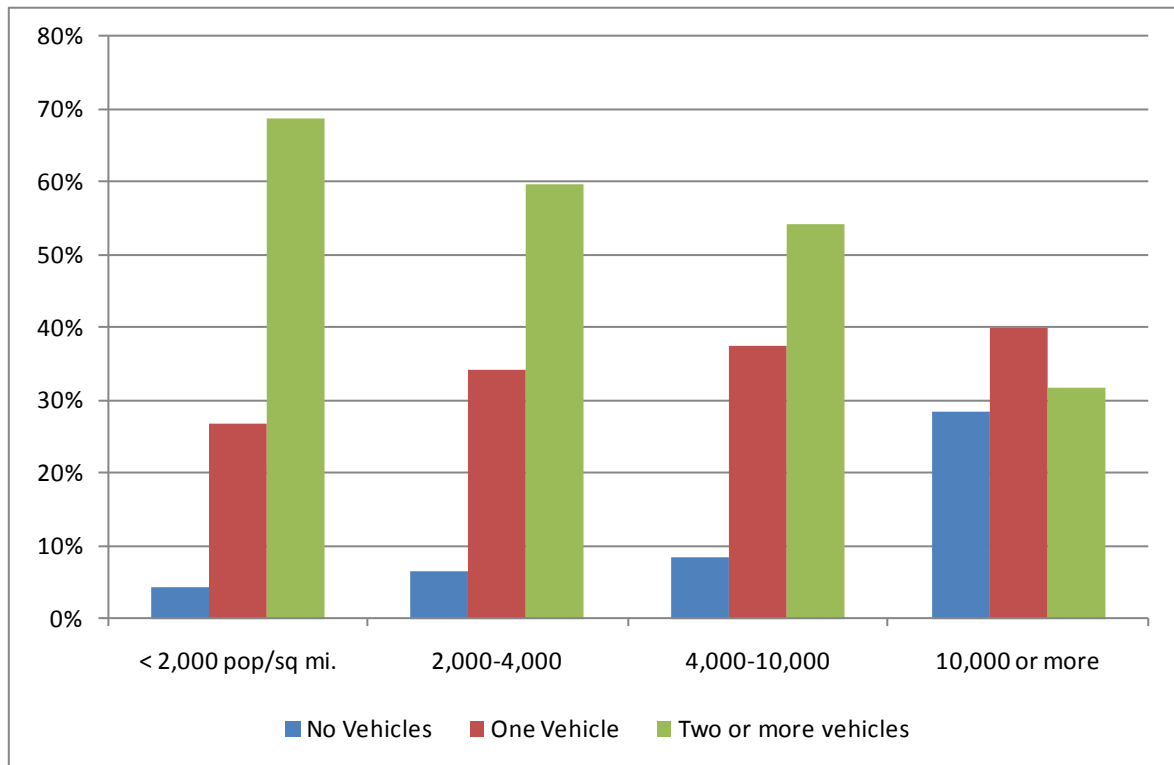
Household Vehicle Availability	Population Density (Persons per Square Mile)									
	Less than 2,000					2,000 to 4,000				
	1990	1995	2001	2009	95% CI	1990	1995	2001	2009	95% CI
ALL	100%	100%	100%	100%	0.00	100%	100%	100%	100%	0.00
No Vehicle	6.10%	3.60%	3.77%	4.38%	0.41	7.60%	5.84%	5.76%	6.39%	0.84
One Vehicle	30.40%	26.64%	25.76%	26.78%	0.76	33.40%	33.31%	32.80%	34.07%	1.47
Two or More Vehicles	63.50%	69.76%	70.47%	68.84%	0.89	59.00%	60.84%	61.44%	59.54%	1.66
Household Vehicle Availability	4,000 to 10,000					10,000 or more				
	1990	1995	2001	2009	95% CI	1990	1995	2001	2009	95% CI
	ALL	100%	100%	100%	100%	0.00	100%	100%	100%	100%
No Vehicle	10.90%	7.72%	8.08%	8.43%	0.73	35.10%	27.41%	26.33%	28.44%	1.40
One Vehicle	38.20%	37.16%	36.30%	37.49%	1.36	40.00%	41.78%	40.28%	39.89%	1.68
Two or More Vehicles	50.90%	55.13%	55.63%	54.08%	1.34	24.90%	30.81%	33.39%	31.67%	1.55

Note:

- CI is Confidence Interval.



Figure 8. Percent of Households by Vehicle Ownership and Population Density
2009 NHTS.



Residential Parking Study:

**Automobile Ownership
Rates and Off-Street
Parking Requirements in
Portions of New York City:
Manhattan CDs 9-12, the
Bronx, Queens and Brooklyn**

March 2009



New York City Department of City Planning

Table 5:
Average Cars per Housing Units by Housing Type, New Housing

Building Type	Average Cars per Unit	Total New Units	Total New Buildings
One- and Two-Family	1.33	9,498	5,463
Three- and Four-Family	0.79	6,024	1,886
Multifamily (5 or more)	0.44	16,209	644
Grand Total	0.77	31,731	7,993

Standard Series Vehicle Registrations in Force, 2005 compiled by DCP; NYC Department of Buildings, New Residential Building Permits, compiled by DCP

By isolating building type categories, one can see the impact of housing density on auto ownership. Though this breakdown disregards other factors that influence car ownership, such as income, family type and housing tenure (whether a household is occupied by renters or owners), it offers insight into the number of cars generated by a new development. One- and two-family buildings show the greatest auto generation with an average of 1.33 cars per household, while the typical multi family (five or more units) building generates a third as many cars with an average of 0.44 cars per household. The relationship between car ownership and density of housing (units per building), therefore, is inversely related, with the number of cars per household increasing as housing density decreases.

d. Location & Building Type

Having identified the strong impacts of both location and building type on auto ownership, ownership data were further parsed in order to demonstrate the combined impacts of these two factors. Table 6, below, displays typical auto generation for buildings based on building type and location – in this case, proximity to the Manhattan central business district. Within each area, the average registrations per household are displayed according to one of nine categories determined by a combination of building type and location categories. This table shows that within each category the number of registrations per household increases as building size decreases, and that, holding building type constant, the registrations per household increase as one moves further from the Manhattan CBD. Therefore, auto ownership per household unit can be observed to increase with distance to the CBD and decrease as the number of units in a building increases. This analysis suggests that a more accurate depiction of auto ownership trends looks at both housing type and location together rather than in isolation. It also reveals a wide variation in auto ownership rates within the three typologies depending on the location of the building, underscoring the importance of considering both factors when trying to understand patterns of auto ownership in New York City. For instance, a family living in a two-family building in downtown Brooklyn, an inner ring location, would be more likely to own a car than a family living in an apartment building in the same neighborhood, but less likely to own a car than a family living in a two-family building in Bay Ridge, an outer ring Brooklyn neighborhood.

Table 8 below shows the dispersal of family households with children and nonfamily households within the three rings and by building type. Approximately 45 percent of families with children in the study areas lived in one- and two- family homes in the middle and outer rings. By contrast, 49 percent of nonfamily households lived in multifamily housing in the inner and middle rings. What this reveals is that families select housing of a type and in locations where car ownership is highest, while nonfamily households tend to select apartment buildings closer to the core where car ownership is lower.

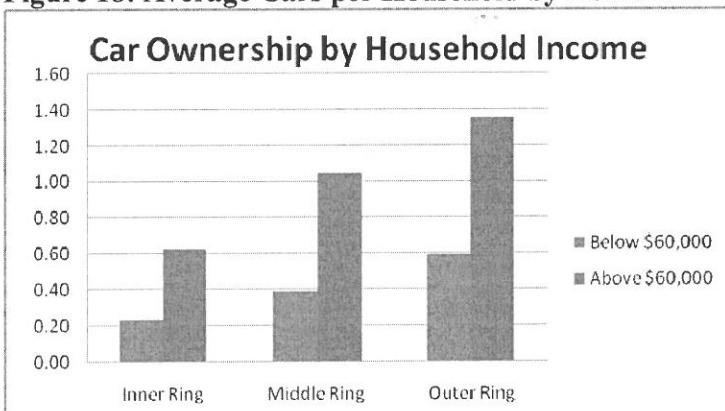
Table 8: Determinants of Car Ownership: Family Status

FAMILY HOUSEHOLD WITH CHILDREN, PERCENT OF TOTAL			
	1- & 2-FAMILY	3- & 4-FAMILY	MULTIFAMILY
INNER	3.32%	2.46%	10.50%
MIDDLE	18.36%	7.07%	15.88%
OUTER	26.65%	4.43%	11.32%

NONFAMILY HOUSEHOLD WITHOUT CHILDREN, PERCENT OF TOTAL			
	1- AND 2-FAMILY	3- AND 4-FAMILY	MULTIFAMILY
INNER	2.11%	2.67%	21.71%
MIDDLE	8.52%	5.62%	27.34%
OUTER	10.10%	2.31%	19.63%

Figure 18, below, breaks down car ownership within the three rings by median income, and shows that, regardless of distance from Manhattan, households with incomes greater than \$60,000 are more likely to own cars than households in their same ring with lower incomes (the \$60,000 threshold approximates the U.S. Department of Housing and Urban Development “low income” definition, which establishes eligibility for many publicly-assisted housing programs). Car ownership also increases steadily as households move further from the Manhattan core, regardless of income. The data indicate that in all areas, but particularly as one approaches the edges of the city, car ownership is widely preferred by households that achieve a measure of discretionary income.

Figure 18: Average Cars per Household by Household Income



Source: ACS 2006



RT-HIS
**Regional Travel -
Household Interview Survey**

**EXECUTIVE SUMMARY
GENERAL FINAL REPORT**

*Prepared for the New York Metropolitan Transportation Council (NYMTC)
and the North Jersey Transportation Planning Authority (NJTPA)*



*prepared by:
Parsons Brinckerhoff Quade & Douglas, Inc.
in association with
Cambridge Systematics, Inc.
NuStats International*

February 2000

**EXECUTIVE SUMMARY:
GENERAL FINAL REPORT**
for the
**RT-HIS: REGIONAL TRAVEL -
HOUSEHOLD INTERVIEW SURVEY**

Prepared for the
New York Metropolitan Transportation Council
and the
North Jersey Transportation Planning Authority, Inc.

February 2000

NYMTC Transportation Models and Data Initiative: Task 12.6
NJTPA Regional Household Interview Survey: NJTPA Component

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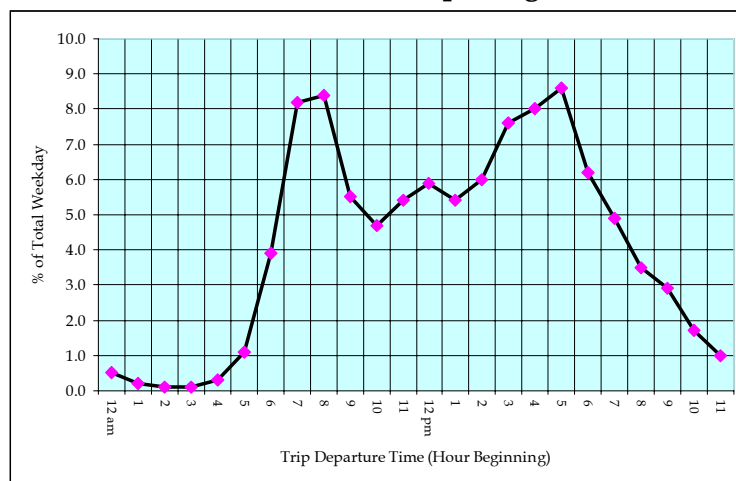
TASK SUPPORT: NUSTATS INTERNATIONAL
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Focus on Auto Trips

- The two peak travel times for auto trips made by area residents peak in the morning between 8 and 9 am, and in the afternoon between 5 and 6 pm.

Diurnal Distribution - Hour of Departing - Auto Weekday Trips

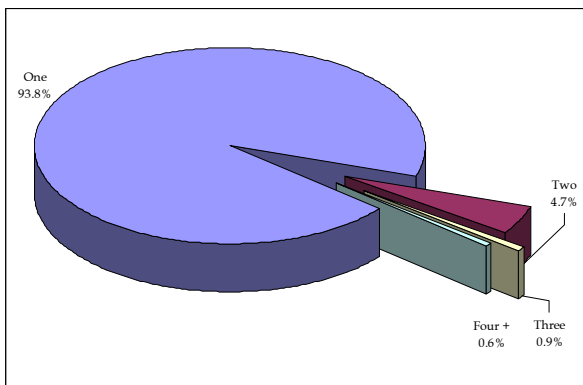


- The average auto vehicle trip is 8.7 miles long, and takes 21.0 minutes to complete at an average travel speed of 23.3 miles per hour.
- Auto trips in New York City are shorter (7.7 miles), but slower (16.4 mph) and take longer in time (27.5 minutes).
- About one-quarter (29.3%) of auto trips in the region are in the 1-3 mile range, about one-fifth (19.0%), in the 5-10 mile range, and one-tenth (9.6%) between 3 and 5 miles in length.
- New York City accounts for about 15% (4.0% Manhattan; 11.1% other NYC) of regional Vehicle Miles of Travel (VMT) by accounted for by area residents' automobiles.
- Trips from Long Island account for about 18% of VMT.
- The three counties of Middlesex, Morris, and Somerset in New Jersey represent about 13% of the total of auto VMT in the region.
- About 21% is associated with relatively long trips – 30 to 60 miles in length.
- Vehicle occupancy rates are reasonably uniform across the region, with most counties fairly close to the regional average of 1.40 persons per car for weekday travel.
- Vehicle occupancy rates are lower than average for trips in the longer trips in the 10 to 60 mile range (1.29 to 1.23). They are highest (1.52) for the very shortest trips under a mile and for the longest trips over 60 miles in length.
- For work travel, vehicle occupancy across the region is close to the average of 1.10.

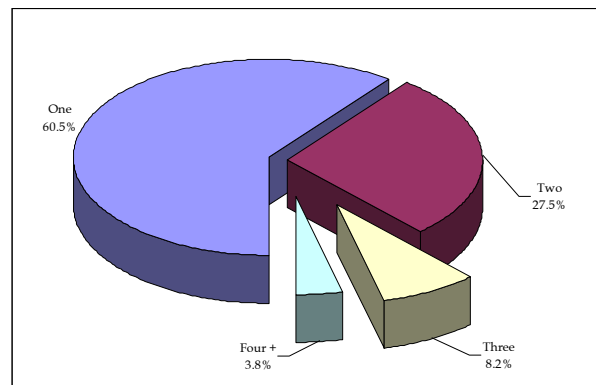
- Similarly, there is not a great deal of variation for non-work travel from the regional average of 1.57 persons per vehicle.
- About three-quarters (72.5%) of weekday auto trips are made as single occupant, or driver only trips; about one in five (19.2%) with a single passenger, and only 8.3% representing "HOV" auto trips with 3 or more occupants.
- Single Occupant Vehicle (SOV) auto trip shares generally increase with trip distance, and are the highest for work travel in the region at 93.7%.

Distribution of Auto Trips - by Number of Occupants

Work Trips



Other (non-Work) Trips



S0802: MEANS OF TRANSPORTATION TO WORK BY SELECTED
5-year ACS 2009-2013

	Tract 365.02				Tract 908				Tract 1144				Tract 1146				Tract 1150				Tract 1152				
	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)	Total	VEH- Alone	VEH- Carpool	Transit (excl.)	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)	
EARNINGS IN THE PAST 12 MO. (IN 2013 INFLATION-ADJ \$\$\$) FOR WORKERS																									
Workers 16 years and over with earnings	393	136	0	216	1,337	45	0	1,222	822	102	28	625	1,018	308	41	616	933	336	21	493	876	267	24	543	
Ratio of Workers to Mode		0.35	0.00	0.55		0.03	0.00	0.91		0.12	0.03	0.76		0.30	0.04	0.61		0.36	0.02	0.53		0.30	0.03	0.62	
\$1 to \$9,999 or loss	1.3%	0.0%	-	0.0%	29.6%	0.0%	-	31.6%	18.4%	39.2%	0.0%	13.1%	18.1%	10.7%	0.0%	24.5%	10.1%	2.1%	100.0%	8.3%	9.6%	0.0%	0.0%	13.4%	
\$10,000 to \$14,999	7.1%	0.0%	-	13.0%	8.5%	35.6%	-	7.9%	12.2%	4.9%	17.9%	14.4%	12.0%	6.8%	61.0%	8.9%	13.3%	13.1%	0.0%	16.2%	5.6%	0.0%	0.0%	9.0%	
\$15,000 to \$24,999	8.7%	5.1%	-	12.5%	23.1%	0.0%	-	23.6%	22.3%	0.0%	64.3%	23.0%	19.8%	26.6%	4.9%	17.4%	21.0%	14.9%	0.0%	23.1%	23.7%	20.6%	0.0%	27.3%	
\$25,000 to \$34,999	8.9%	5.1%	-	9.7%	4.2%	0.0%	-	3.8%	20.9%	25.5%	0.0%	22.6%	8.1%	4.5%	0.0%	10.4%	11.5%	21.1%	0.0%	7.3%	18.6%	31.5%	41.7%	12.7%	
\$35,000 to \$49,999	23.7%	30.9%	-	23.6%	15.3%	40.0%	-	13.3%	16.2%	24.5%	0.0%	17.3%	24.8%	26.0%	34.1%	23.4%	20.0%	17.6%	0.0%	22.1%	19.4%	16.1%	58.3%	20.8%	
\$50,000 to \$64,999	26.2%	28.7%	-	23.1%	2.5%	0.0%	-	2.7%	4.4%	0.0%	17.9%	5.0%	4.9%	9.7%	0.0%	3.2%	14.3%	21.7%	0.0%	10.8%	10.3%	8.6%	0.0%	9.8%	
\$65,000 to \$74,999	6.1%	11.0%	-	4.2%	0.0%	0.0%	-	0.0%	1.7%	0.0%	0.0%	2.2%	4.5%	4.2%	0.0%	5.4%	1.5%	0.0%	0.0%	2.8%	5.7%	14.6%	0.0%	2.0%	
\$75,000 or more	18.1%	19.1%	-	13.9%	16.9%	24.4%	-	17.1%	4.0%	5.9%	0.0%	2.4%	7.9%	11.4%	0.0%	6.8%	8.4%	9.5%	0.0%	9.3%	7.1%	8.6%	0.0%	5.0%	
Median earnings (dollars)	\$50,091	\$51,765	-	\$37,162	\$18,790	\$40,903	-	\$18,560	\$22,242	\$26,000	\$21,250	\$24,125	\$25,074	\$37,917	\$12,050	\$24,457	\$30,307	\$32,318	-	\$26,797	\$31,571	\$34,542	-	\$27,629	
POVERTY STATUS IN THE PAST 12 MONTHS																									
Workers 16 years and over for whom poverty status is determined	393	136	0	216	1,337	45	0	1,222	822	102	28	625	1,018	308	41	616	933	336	21	493	876	267	24	543	
Below 100 percent of the poverty level	4.8%	0.0%	-	6.5%	21.5%	20.0%	-	20.4%	24.0%	44.1%	17.9%	15.5%	14.4%	13.3%	4.9%	13.5%	12.1%	7.4%	100.0%	5.3%	5.5%	0.0%	0.0%	8.8%	
100 to 149 percent of the poverty level	5.3%	0.0%	-	9.7%	12.7%	15.6%	-	13.3%	14.5%	14.7%	0.0%	16.6%	10.9%	10.7%	61.0%	8.6%	12.2%	4.8%	0.0%	19.9%	16.0%	19.9%	0.0%	14.0%	
At or above 150 percent of the poverty level	89.8%	100.0%	-	83.8%	65.7%	64.4%	-	66.3%	61.6%	41.2%	82.1%	67.8%	74.7%	76.0%	34.1%	77.9%	75.7%	87.8%	0.0%	74.8%	78.5%	80.1%	100.0%	77.2%	

S0802: MEANS OF TRANSPORTATION TO WORK BY SELECTED
5-year ACS 2009-2013

	Tract 1166				Tract 1168				Tract 1170				Tract 1172.01				Tract 1174				Census Tract 1178				
	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)	Total	VEH- Alone	VEH- Carpool	Transit (excl.)	Total	VEH- Alone	VEH- Carpool	Transit (excl.)	Total	VEH- Alone	VEH- Carpool	Transit (excl.)	Total	VEH- Alone	VEH- Carpool	Transit (excl.)	
EARNINGS IN THE PAST 12 MO. (IN 2013 INFLATION-ADJ \$\$\$) FOR WORKERS																									
Workers 16 years and over with earnings	799	146	10	570	747	75	16	621	718	73	67	487	1,131	217	23	720	1,834	370	36	1,241	471	78	18	358	
Ratio of Workers to Mode		0.18	0.01	0.71		0.10	0.02	0.83		0.10	0.09	0.68		0.19	0.02	0.64		0.20	0.02	0.68		0.17	0.04	0.76	
\$1 to \$9,999 or less	8.3%	0.0%	0.0%	8.9%	2.5%	0.0%	0.0%	3.1%	10.2%	35.6%	0.0%	6.8%	12.6%	7.8%	0.0%	10.3%	9.3%	5.4%	33.3%	7.5%	17.6%	11.5%	0.0%	20.7%	
\$10,000 to \$14,999	8.5%	0.0%	0.0%	10.0%	21.7%	30.7%	0.0%	22.4%	11.0%	0.0%	58.2%	8.2%	10.1%	6.5%	0.0%	10.8%	10.8%	0.0%	0.0%	12.7%	3.8%	0.0%	0.0%	5.0%	
\$15,000 to \$24,999	19.9%	8.2%	0.0%	21.2%	37.1%	0.0%	0.0%	39.0%	43.0%	46.6%	41.8%	47.4%	21.0%	17.1%	0.0%	24.4%	34.0%	29.5%	0.0%	35.2%	20.0%	14.1%	5.6%	22.1%	
\$25,000 to \$34,999	13.6%	9.6%	0.0%	15.1%	9.4%	9.3%	100.0%	7.6%	10.2%	17.8%	0.0%	6.6%	18.2%	20.7%	0.0%	19.6%	9.8%	12.7%	0.0%	8.9%	13.4%	0.0%	0.0%	13.7%	
\$35,000 to \$49,999	27.4%	42.5%	0.0%	27.5%	10.7%	30.7%	0.0%	9.2%	18.7%	0.0%	0.0%	20.7%	27.1%	22.1%	100.0%	25.3%	14.9%	13.5%	66.7%	16.0%	9.6%	12.8%	0.0%	9.8%	
\$50,000 to \$64,999	7.6%	11.6%	100.0%	4.7%	12.7%	12.0%	0.0%	13.8%	0.8%	0.0%	0.0%	1.2%	4.4%	14.3%	0.0%	2.6%	7.5%	3.5%	0.0%	10.1%	21.4%	61.5%	0.0%	14.8%	
\$65,000 to \$74,999	5.5%	13.0%	0.0%	3.5%	1.7%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	1.2%	6.0%	0.0%	0.1%	5.0%	14.6%	0.0%	3.1%	11.3%	0.0%	94.4%	10.1%	
\$75,000 or more	9.1%	15.1%	0.0%	8.9%	4.1%	17.3%	0.0%	2.9%	6.1%	0.0%	0.0%	9.0%	5.4%	5.5%	0.0%	6.8%	8.6%	20.8%	0.0%	6.5%	3.0%	0.0%	0.0%	3.9%	
Median earnings (dollars)	\$34,811	\$43,558	-	\$32,727	\$21,898	\$47,847	-	\$21,670	\$18,575	\$16,750	\$13,281	\$18,666	\$26,970	\$31,696	-	\$26,096	\$23,041	\$41,500	\$41,250	\$19,087	\$32,554	\$50,938	-	\$27,222	
POVERTY STATUS IN THE PAST 12 MONTHS																									
Workers 16 years and over for whom poverty status is determined	799	146	10	570	747	75	16	621	718	73	67	487	1,131	217	23	720	1,834	370	36	1,241	471	78	18	358	
Below 100 percent of the poverty level	14.5%	12.3%	0.0%	13.3%	19.4%	0.0%	0.0%	23.3%	15.7%	35.6%	46.3%	11.5%	7.3%	4.6%	0.0%	6.4%	11.5%	5.1%	0.0%	11.4%	16.6%	14.1%	0.0%	17.9%	
100 to 149 percent of the poverty level	12.5%	11.6%	0.0%	12.5%	9.0%	30.7%	0.0%	5.6%	15.7%	0.0%	11.9%	21.6%	12.0%	0.0%	0.0%	13.2%	11.0%	6.5%	33.3%	10.6%	4.7%	0.0%	0.0%	6.1%	
At or above 150 percent of the poverty level	73.0%	76.0%	100.0%	74.2%	71.6%	69.3%	100.0%	71.0%	68.5%	64.4%	41.8%	66.9%	80.7%	95.4%	100.0%	80.4%	77.6%	88.4%	66.7%	77.9%	78.8%	85.9%	100.0%	76.0%	

S0802: MEANS OF TRANSPORTATION TO WORK BY SELECTED
5-year ACS 2009-2013

	Tract 1184				Tract 1186				Tract 1192				Tract 1196				Tract 1198			
	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)	Total	VEH- Alone	VEH- Carpool	Transit (excl. cab)
EARNINGS IN THE PAST 12 MO. (IN 2013 INFLATION-ADJ \$\$\$) FOR WORKERS																				
Workers 16 years and over with earnings	2,008	535	86	1,120	1,108	279	46	725	1,043	256	13	726	1,794	316	90	1,279	875	140	34	625
Ratio of Workers to Mode		0.27	0.04	0.56		0.25	0.04	0.65		0.25	0.01	0.70		0.18	0.05	0.71		0.16	0.04	0.71
\$1 to \$9,999 or less	11.9%	7.7%	11.6%	8.9%	7.3%	1.1%	0.0%	10.8%	7.8%	0.0%	53.8%	10.2%	11.6%	8.5%	0.0%	12.2%	12.5%	9.3%	0.0%	15.0%
\$10,000 to \$14,999	8.6%	17.9%	0.0%	6.0%	8.8%	3.2%	71.7%	7.6%	12.4%	2.0%	0.0%	16.3%	7.7%	4.1%	11.1%	7.6%	13.4%	2.9%	29.4%	13.4%
\$15,000 to \$24,999	27.6%	22.6%	18.6%	33.5%	24.0%	8.2%	0.0%	30.1%	25.5%	51.6%	0.0%	18.0%	23.8%	24.7%	33.3%	23.5%	19.2%	10.0%	32.4%	15.7%
\$25,000 to \$34,999	17.1%	7.9%	52.3%	21.9%	17.9%	34.8%	28.3%	12.1%	14.0%	7.4%	46.2%	13.4%	15.6%	13.6%	0.0%	18.5%	6.3%	12.1%	0.0%	4.5%
\$35,000 to \$49,999	14.8%	16.3%	0.0%	15.6%	18.4%	14.0%	0.0%	22.8%	15.4%	8.2%	0.0%	18.3%	18.3%	25.3%	7.8%	15.8%	15.1%	0.0%	0.0%	21.1%
\$50,000 to \$64,999	12.7%	20.6%	17.4%	7.1%	10.6%	20.4%	0.0%	5.7%	14.1%	22.7%	0.0%	11.2%	10.6%	0.0%	36.7%	12.3%	16.1%	9.3%	0.0%	20.5%
\$65,000 to \$74,999	3.2%	0.0%	0.0%	4.0%	3.8%	0.0%	0.0%	5.8%	2.7%	0.4%	0.0%	3.7%	6.5%	17.4%	0.0%	4.8%	5.6%	4.3%	38.2%	4.8%
\$75,000 or more	4.0%	7.1%	0.0%	2.9%	9.3%	18.3%	0.0%	5.2%	8.1%	7.8%	0.0%	9.0%	6.0%	6.3%	11.1%	5.4%	11.9%	52.1%	0.0%	5.0%
Median earnings (dollars)	\$25,492	\$25,742	\$26,635	\$25,352	\$32,308	\$47,614	\$12,396	\$25,871	\$29,676	\$24,643	-	\$30,735	\$29,430	\$32,188	\$41,786	\$28,813	\$31,726	\$80,188	\$21,591	\$39,861
POVERTY STATUS IN THE PAST 12 MONTHS																				
Workers 16 years and over for whom poverty status is determined	2,008	535	86	1,120	1,108	279	46	725	1,043	256	13	726	1,794	316	90	1,279	875	140	34	625
Below 100 percent of the poverty level	11.0%	6.4%	0.0%	9.7%	8.1%	1.1%	52.2%	8.7%	11.3%	12.1%	0.0%	12.0%	8.1%	7.3%	0.0%	6.8%	11.2%	0.0%	0.0%	15.7%
100 to 149 percent of the poverty level	11.3%	10.7%	0.0%	11.5%	10.6%	6.5%	0.0%	13.7%	11.4%	13.3%	0.0%	11.3%	20.9%	21.2%	22.2%	22.5%	18.6%	0.0%	0.0%	19.5%
At or above 150 percent of the poverty level	77.7%	83.0%	100.0%	78.8%	81.3%	92.5%	47.8%	77.7%	77.3%	74.6%	100.0%	76.7%	71.0%	71.5%	77.8%	70.7%	70.2%	100.0%	100.0%	64.8%

APPENDIX B

**TRANSPORTATION CLUSTERS - DETAILED TRIP
GENERATION TABLES**

Cluster 6

East New York Rezoning RWCDS Travel Demand Forecast

Land Use:	Local Retail		Office		Residential (Market Rate)		Residential (Affordable)		Hotel	Light Industrial		Restaurant		Auto Repair		Auto Dealership		Warehouse		FRESH Supermarket		Pre-K (Student)		Pre-K (Staff)		Pre-K (Parent)		Day-Care Center		Community Center		House of Worship		Medical Office		PS/IS School (Grade K-4 Students)		PS/IS School (Grade 5-7 Students)		PS/IS School (Grade 8 Students)		PS/IS School (Staff)		PS/IS School (Parents)		Total						
Size/Units:	0	gsf	-7,554	gsf	43	DUs	44	DUs	0	Rooms	0	gsf	0	gsf	0	gsf	0	gsf	0	gsf	0	gsf	0	students	0	staff	0	parents	0	gsf	0	gsf	0	gsf	0	gsf	0	students	0	students	0	students	0	staff	0	parents						
Peak Hour Trips:																																																				
AM	0		-18		36		36		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		54					
MD	0		-22		18		18		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		14					
PM	0		-20		40		40		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		60					
Sat MD	0		-6		34		34		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		0		62					
Person Trips:																																																				
AM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out		
Auto	0	0	-8	0	2	9	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-5	14		
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subway/Railroad	0	0	-5	0	3	17	3	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	36		
Bus	0	0	-3	0	0	3	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	8				
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Walk/Other	0	0	-2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-2	4						
Total	0	0	-18	0	5	31	5	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-8	62				
MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	0	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4		
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subway/Railroad	0	0	-1	-1	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9		
Bus	0	0	-1	-1	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2				
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Walk/Other	0	0	-7	-11	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-6	-10						
Total	0	0	-9	-13	9	9	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	5				
PM	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	0	-10	9	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	-4		
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subway/Railroad	0	0	0	-5	15	7	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	9		
Bus	0	0	0	-3	2	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0				
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Walk/Other	0	0	0	-2	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0				
Total	0	0	0	-20	27	13	28	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	5				
Sat MD	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Auto	0	0	-2	-1	5	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7		
Taxi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Subway/Railroad	0	0	-1	-1	9	9	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18		
Bus	0	0	-1	0	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	5				
School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Walk/Other	0	0	0	0	1	1	1	1	0	0	0	0	0	0																																						

Appendix 4

Air Quality Analysis Methodology Memorandum



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Memorandum

To: Department of City Planning
From: Henry Kearney, Kevin Edwards
Subject: East New York Rezoning EIS – Air Quality Analysis Methodology
Date: September 10, 2015
cc: Robert White

The purpose of this memorandum is to describe the air quality analysis approach for the proposed development sites for the East New York (ENY) Rezoning Environmental Impact Statement (EIS). A total of 185 development sites (80 projected and 105 potential) have been identified in the rezoning area. Under the reasonable worst case development scenario (RWCDs) for the proposed action, the total development expected to occur on the 80 projected development sites under the With-Action condition would consist of approximately 8,825,138 sf of total floor area, including 6,901,057 sf of residential floor area (6,852 dwelling units), 1,210,389 sf of commercial uses, 98,851 sf of industrial uses, and 614,842 sf of community facility uses, as well as 2,442 accessory parking spaces. The analysis year is 2030. In addition, there are 25 industrial source permits in the area that are assumed to be active (see **Table 1**) and may need to be analyzed for their potential impact future residents of the proposed action.

This memorandum presents a summary of the methodology and assumptions to be used for the both the mobile and stationary source air quality analyses of the proposed action.

MOBILE SOURCE ANALYSIS

Intersection Selection

The mobile source analysis will evaluate the proposed action for potential impacts from carbon monoxide (CO), and fine particulate matter less than 2.5 microns in diameter (PM_{2.5}) due to vehicular traffic anticipated to be generated by the proposed action. Based on a preliminary review of the study area roadway configuration and traffic patterns, it is expected that the analysis would cover a minimum of three (3) intersections within the ENY Rezoning Area. The following potential corridors/intersections are expected to be considered for the mobile source air quality analysis:

- 1-2 intersections along Atlantic Avenue corridor between Sheffield Avenue on the west and Lincoln Avenue on the east; and/or
- 1 intersection along the Fulton Street corridor between Rockaway Avenue on the west and Lincoln Avenue on the east; and/or
- 1 intersection along the Liberty Avenue corridor between Sheffield Avenue on the west and Conduit Avenue on the east; and/or
- 1 intersection along the East New York/Jamaica Avenue corridor between Rockaway Avenue on the west and Lincoln Avenue on the east.

Final selection of specific intersections for analysis will depend on the baseline and No Action traffic conditions along with the vehicular trip generation and distribution under the proposed action (this data is anticipated to be available in February 2015). The selected intersections will be submitted for review and approval to DCP. If additional intersections warrant analysis, justification for their inclusion will be provided to DCP for review and approval; however, no more than six (6) intersections in total will be analyzed.

Dispersion Modeling

The CO mobile source analysis will be conducted using the Tier 1 CAL3QHC model Version 2.0¹ at all intersections identified. The CAL3QHC model employs a Gaussian (normal distribution) dispersion assumption and includes an algorithm for estimating vehicular queue lengths at signalized intersections. CAL3QHC calculates emissions and dispersion of CO from idling and moving vehicles. The queuing algorithm includes site-specific traffic parameters, such as signal timing and delay (from the 2000 *Highway Capacity Manual* traffic forecasting model), saturation flow rate, vehicle arrival type, and signal actuation (i.e., pre-timed or actuated signal) characteristics to project the number of idling vehicles.

Following the EPA guidelines², CAL3QHC computations will be performed using a wind speed of 1 meter per second, and the neutral stability class D. In order to ensure that reasonable worst-case meteorology will be used in estimating impacts, concentrations will be calculated for all wind directions and use an assumed surface roughness of 3.21 meters. The 8-hour average CO concentrations will be estimated from the predicted 1-hour average CO concentrations using a factor of 0.7 to account for persistence of meteorological conditions and fluctuations in traffic volumes.

If maximum predicted CO concentrations result in a potential impact, a refined (Tier 2) version of the model, CAL3QHCR, will be used at affected intersections. CAL3QHCR is an extended module of the CAL3QHC model which allows for the incorporation of hourly traffic and meteorological data. Five years of meteorological data from JFK airport and concurrent upper air data from Brookhaven, New York will be used in the refined modeling. Off-peak traffic volumes will be determined by adjusting the peak period volumes by the 24-hour distributions of actual vehicle counts collected at appropriate locations. Off-peak will be determined by adjusting the peak period volumes appropriate 24-hour distributions as applicable. Current EPA guidance³ requires the use of CAL3QHCR for microscale analysis (Tier 2) of PM_{2.5}

¹ EPA, User's Guide to CAL3QHC, A Modeling Methodology for Predicted Pollutant Concentrations Near Roadway Intersections, Office of Air Quality, Planning Standards, Research Triangle Park, North Carolina, EPA-454/R-92-006.

² *Guidelines for Modeling Carbon Monoxide from Roadway Intersections*, EPA Office of Air Quality Planning and Standards, Publication EPA-454/R-92-005.

³ EPA, Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas, EPA-420/B-10-040

Multiple receptors (i.e., precise locations at which concentrations are predicted) will be modeled at each of the selected sites; receptors will be placed along the approach and departure links at spaced intervals. Ground-level receptors will be placed at sidewalk or roadside locations near intersections with continuous public access, at a pedestrian height of 1.8 meters. Based on the DEP guidance for neighborhood-scale corridor $PM_{2.5}$ modeling, receptors in that analysis will be placed at a distance of 15 meters, from the nearest moving lane at each analysis location.

Emission Factors

Vehicular cruise and idle CO and PM emission factors to be utilized in the dispersion modeling will be computed using EPA's mobile source emissions model, Motor Vehicle Emission Simulator, or MOVES.⁴ This emissions model is capable of calculating engine emission factors for various vehicle types, based on the fuel type (gasoline, diesel, or natural gas), meteorological conditions, vehicle speeds, vehicle age, roadway types, number of starts per day, engine soak time, and various other factors that influence emissions, such as inspection maintenance programs. Project specific traffic data obtained through field studies as well as county-specific hourly temperature and relative humidity data obtained from DEC will be used.

In order to account for the suspension of fugitive road dust in air from vehicular traffic in the local microscale analysis, $PM_{2.5}$ emission rates will include fugitive road dust. However, since the New York City Department of Environmental Protection (DEP) considers fugitive road dust to have an insignificant contribution on a neighborhood scale, fugitive road dust will not be included in the neighborhood scale $PM_{2.5}$ microscale analyses. Road dust emission factors will be calculated according to the latest procedure delineated by EPA⁵ and the *CEQR Technical Manual*.

If maximum predicted $PM_{2.5}$ concentrations result in a potential impact, refinements to the analysis would be implemented. Seasonal and off-peak emission factors can be prepared using additional runs of the MOVES model in order to capture the effect of temperature differences as well as changing vehicular classification mixes in off peak hours. If further refinements are necessary, the potential for additional and/or more detailed traffic data to be used within the air quality analysis will be discussed with both DCP and PHA.

Parking Garage Analysis

It is anticipated that a number of projected development sites will have parking garages, particularly the larger sites. Based on parking garage locations and sizes (to be provided by DCP), an analysis of CO and PM emissions will be performed for the parking facilities that would have the greatest potential for impact on air quality. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from proposed parking facilities. Cumulative impacts from on-street sources and emissions from parking garages will be calculated, where appropriate. AKRF will provide DCP with a list (up to three locations) of parking facilities to be analyzed.

⁴ EPA, MOVES Model, User Guide for MOVES2014, July 2014.

⁵ EPA, Compilations of Air Pollutant Emission Factors AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources, Ch. 13.2.1, NC, <http://www.epa.gov/ttn/chief/ap42>, January 2011.

STATIONARY SOURCES

HEATING, VENTILATION, AND AIR CONDITIONING (HVAC) SYSTEMS

Projected and Potential Development Site Screening

The analysis of the HVAC systems of the proposed development sites will consider impacts following the screening procedures outlined in the 2014 *CEQR Technical Manual* to determine the potential for impacts on existing developments as well as “project-on-project impacts” for both projected and potential development sites. The nearest existing building and/or projected development of a similar or greater height will be analyzed as the potential receptor. Since information on the HVAC systems’ design is not available, it will be assumed that exhaust stacks would be located 3 feet above roof height (as per the *CEQR Technical Manual*), and that No. 2 fuel oil would be utilized. If the results fail the initial screening with No. 2 fuel oil, the development will be analyzed using natural gas, which is a cleaner burning fuel. If the results pass the screening analysis, the proposed development site is determined to result in no potential significant adverse air quality impacts using No. 2 fuel oil or natural gas.

If the screening analysis demonstrates the potential for an air quality impact, a refined modeling analysis will be performed for that development site using the AERMOD model. For this analysis, five recent years of meteorological data from the JFK Airport National Weather Service station and concurrent upper air data, will be utilized for the simulation program. Concentrations of nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and particulate matter (PM₁₀ and PM_{2.5}) will be determined at affected sites. Receptors would be placed at elevated locations on all facades and at multiple elevations on buildings that were predicted to be potentially impacted based on the screening analysis, to identify maximum pollutant concentrations. Predicted values will be compared with National Ambient Air Quality Standards (NAAQS) for NO₂, SO₂ and PM₁₀, and the City’s *CEQR de minimis* criteria for PM_{2.5}. In the event that violations of standards are predicted, an air quality E-designation would be proposed for the site, describing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

HVAC Cluster Analysis

A cumulative impact analysis will be performed for development sites with a similar height located in close proximity to one another (i.e., site clusters). The proposed action area will be studied to determine cluster selection. Development sites will be evaluated for grouping based on the following criteria:

- Density and scale of development;
- Similarity of height; and
- Proximity to other buildings of a similar or greater height.

Three (3) clusters will be selected for analysis. The following potential site clusters are expected to be considered for the air quality analysis (see **Figure 1**):

- Project Site 12 and Potential Sites A2, A15, & A16; and/or
- Project Sites 3, 6, 7, 8, 9, & 10 and Potential Site A66; and/or
- Project Sites 17, 33, 34, 47, & 48 and Potential Sites A37, & A38; and/or
- Project Sites 44, 45, 54, & 80 and Potential Sites A19, A51, & A90; and/or
- Project Sites 18, & 19 and Potential Sites A24, A25, & A27; and/or
- Potential Sites A99, A100, & A101.

Final selection of specific cluster locations for will be determined and submitted to DCP for review. If additional cluster warrant analysis, justification for their inclusion will be provided to DCP for review and approval; however, no more than six (6) clusters in total will be analyzed.

The HVAC cluster analysis will be performed using the EPA AERSCREEN Model (Version 14147). The AERSCREEN model is a screening version of the AERMOD refined model, and is used for determining maximum concentrations from a single source using predefined meteorological conditions.

The AERSCREEN analysis will be performed to identify impacts of SO₂, NO₂, PM₁₀, and PM_{2.5}. Using information in the Air Quality Appendix of the *CEQR Technical Manual*, an estimate of the emissions from the cluster development's HVAC systems will be made. The appendix includes tables which can be used to estimate emissions based on the development size, type of fuel used and type of construction. Fuel consumption factors of 60.3 ft³/ft²-year and 0.43 gal/ft²-year will be used for natural gas and fuel oil, respectively, for residential developments. For commercial developments, fuel consumption emission factors of 45.2 ft³/ft²-year for natural gas and 0.21 gal/ft²-year for fuel oil will be used. Mixed-use developments will use the residential fuel consumption factors since they are more conservative. Short-term factors will be determined by using peak hourly fuel consumption estimates for heating and cooling systems.

Emission factors for each fuel will be obtained from the EPA *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition, Volume I: Stationary Point and Area Sources*. The SO₂ emissions rates will be calculated based on a maximum fuel oil sulfur content of 0.0015 percent (based on use of ultra-low sulfur No. 2 oil) the fuel using the appropriate AP-42 formula.

The distance from the source clusters to the nearest buildings will be used in the modeling analysis. The analysis will focus on existing buildings or other projected or potential development sites which are of a similar or greater height than the source cluster.

The AERSCREEN model predicts impacts over a 1-hour average using default meteorology. In order to predict pollutant concentrations over longer periods of time, EPA-referenced persistence factors will be used. These consist of 0.6 and 0.1 for the 24-hour and annual average periods, respectively.

The results of the analysis will be added to background concentrations to determine whether impacts are below ambient air quality standards. If maximum predicted concentrations from a cluster are predicted to exceed a standard, the analysis will be performed using natural gas as the fuel type. In the event that an exceedance of a standard is predicted with both No. 2 fuel oil and natural gas, a refined modeling analysis using the EPA AERMOD model will be performed. Buildings within the cluster would be modeled individually since the AERMOD model is capable of analyzing impacts from multiple pollutant sources. In the event that violations of standards are predicted, an air quality E-designation would be proposed for the site, describing the fuel and/or HVAC exhaust stack restrictions that would be required to avoid a significant adverse air quality impact.

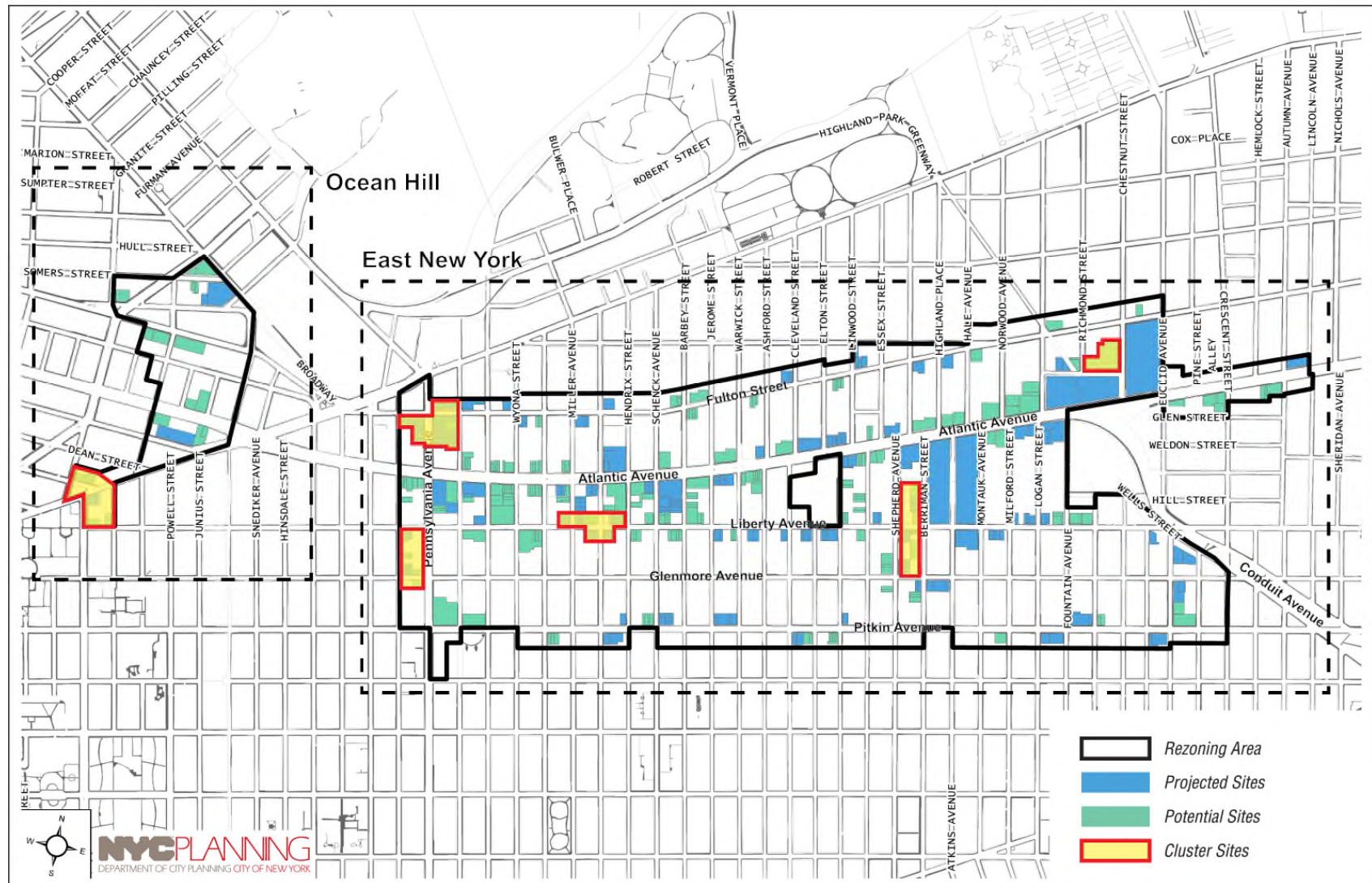


Figure 1
Potential Locations of HVAC Clusters of Sites

Industrial Source Analysis

On November 24, 2014 City Planning identified potential process and manufacturing sources located within a radius of 400 feet of the development sites based on a search of the PLUTO database. A total of 25 industrial source permits were identified. As per the scope of work, AKRF reviewed the DEP permit data received from City Planning to determine which industrial sources are within 400 feet of a projected or potential development site. Any industrial sources beyond 400 feet of a projected or potential development site were excluded from analysis. In addition, the analysis excludes industrial sources located at projected development sites since the proposed action assumes that all such sites would be redeveloped. However, for potential development sites, the industrial analysis will be performed two ways, as follows:

- Assuming the site is developed, in which case the industrial source is not assumed to be operating in the Build Condition. In this case, potential air quality impacts from other industrial sources in the study area will be analyzed to evaluate their potential effects on the development site.
- Assuming the site is not developed, in which case the industrial source is assumed to be operating in the Build Condition, and its potential effects on other proposed development sites will be determined.

As shown in **Table 1**, of the 25 industrial source permits found within the project area, a total of 21 permits were determined to be within 400 feet of at least one projected or potential development site, and not located on a projected development site. Therefore, these permits will be included in the industrial source analysis. Development sites will not be considered as receptors for the industrial source analysis if there are no industrial sources analyzed that are located within 400 feet of the site.

A field survey will be performed to confirm the operational status of the sites identified in the permit search, and to identify any additional sites have sources of emissions that would warrant an analysis. Is any such sources are identified; further consultation will be made with DCP to determine procedures for estimating emissions from these sources.

Table 2 summarizes the projected development sites proposed for the ENY Rezoning EIS, presenting whether industrial sources were identified within 400 feet of the site. **Table 3** summarizes the potential development sites proposed for the ENY Rezoning EIS. As seen in the tables, 36 of the projected development sites and 44 of the potential development sites are located within 400 feet from an analyzed industrial source. Therefore, these sites will be considered as receptors for the industrial source air quality analysis.

Large or Major Sources

A review of New York State Department of Environmental Conservation (NYSDEC) Title V permits and the Environmental Protection Agency (EPA) Envirofacts database will be performed to identify any federal or state-permitted facilities. Existing large and major sources of emissions (i.e., sources having a Title V or State Facility Air Permit) within 1,000 feet of the development sites will be identified. An analysis of these sources will be performed to assess their potential effects on projected and potential development sites. Predicted criteria pollutant concentrations will be predicted using the AERSCREEN model compared with NAAQS for NO₂, SO₂, and PM₁₀, as well as the *de minimis* criteria for PM_{2.5}. In the event that an exceedance of a standard is predicted, a refined modeling analysis using the EPA AERMOD model will be performed.

Table 1
Received Industrial Source Permits

	Permit ID	Block	Lot	Address	Projected Site Location (Y/N)
1	PA068798L	1450	51	2187 Bergen Street	N
2	PA000399N	1455	31	2130 Bergen Street	N
3	PB048813L	1540	72	2000 Eastern Parkway	N
4	PB048913J	1540	72	2000 Eastern Parkway	N
5	PA042094H	1553	18	2246 Fulton Street	N
6	PA026675X	3685	1	107 Georgia Avenue	N
7	PA026775N	3685	1	107 Georgia Avenue	N
8	PA014575K	3686	15	2618 Atlantic Avenue	N
9	PA014675H	3686	15	2618 Atlantic Avenue	N
10	PA044990P	3688	18	2686 Atlantic Avenue	Y (Site 14)
11	PB053303N	3688	25	188 Vermont Street	N
12	PB041406R	3690	13	2734 Atlantic Avenue	N
13	PB037103Y	3953	24	2948 Fulton Street	N
14	PA080085N	3954	8	251 Cleveland Street	N
15	PA080185K	3954	8	251 Cleveland Street	N
16	PB018612Z	3929	63	349 Arlington Avenue	N
17	PB018812P	3929	63	349 Arlington Avenue	N
18	PB034511K	3973	38	22 Berriman Street	N
19	PA040286N	3978	12	215 Van Siclen Avenue	N
20	PB006710Z	3989	19	96 Berriman Street	N
21	PA020798Z	4010	17	2226 Pitkin Avenue	Y (Site 63)
22	PB028209N	4137	39	234 Logan Street	N
23	PA045189Y	4148	67	3429 Atlantic Avenue	N
24	PA012191M	4195	30	352 Pine Street	Y (Site 76)
25	PA012291J	4195	30	352 Pine Street	Y (Site 76)

Table 2
Projected Development Sites

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
1	1437	46, 58	No
2	1544	21, 42	Yes
3	3660	1, 2, 29	No
4	3661	1	No
5	3662	48, 49	No
6	3669	13, 17, 20	No
7	3669	22, 26	Yes
8	3670	9, 31, 33	Yes
9	3670	13, 14, 15, 29, 30	No
10	3670	16, 17, 18	No
11	3673	14, 15, 16	No
12	3675	10, 11	Yes
13	3687	12	Yes
14	3688	11, 18	Yes
15	3688	33	Yes
16	3691	11, 13	Yes
17	3691	24	Yes
18	3703	1, 4, 37, 38, 39, 40	Yes
19	3703	15, 16, 17, 18	Yes
20	3933	55	No
21	3939	26, 27	Yes
22	3942	1, 16, 19, 21	No
23	3946	14, 17, 18	No
24	3947	1, 5, 9	No
25	3952	42	No
26	3954	45, 55	Yes
27	3955	45, 46, 47, 48, 49, 52, 53	Yes
28	3957	49, 53	No
29	3958	20	Yes
30	3959	18	Yes
31	3961	1, 3, 5, 7	Yes
32	3961	15, 16, 113	No
33	3961	31, 32, 33	Yes
34	3962	30, 31, 32	Yes
35	3963	14, 15, 16	No
36	3964	2, 3	No
37	3964	4, 8, 23	No
38	3964	24, 25, 26, 27	No
39	3966	12, 13, 14, 15, 16	No
41	3971	17, 19, 21	No
42	3972	56, 57	Yes

Table 2
Projected Development Sites cont.

Site No.	Block	Lot(s)	Within 400 ft of an Industrial Source?
43	3973	22, 24	Yes
44	3973	50, 52	Yes
45	3973	53, 55	Yes
	3974	1	Yes
46	3975	1	Yes
47	3977	17, 18, 19, 20, 21	Yes
48	3978	14, 15	Yes
49	3982	11, 13	No
50	3983	13, 15	No
51	3984	15	No
52	3985	15, 16, 17, 18	No
53	3986	11, 13, 14	No
54	3989	9, 10, 12, 14, 16	Yes
55	3991	8	Yes
56	3992	15, 17, 18, 20	No
57	3994	28	No
58	3996	34, 35, 36, 37, 39	No
59	3998	30, 32, 33, 37	No
60	4003	35	No
61	4005	16, 17	Yes
62	4006	11, 13, 19	Yes
63	4010	17, 19	No
64	4017	15, 19	No
65	4139	25, 29	Yes
66	4142	1, 32	Yes
67	4143	1	No
68	4149	50	Yes
69	4153	34, 40	Yes
70	4153	76, 78, 79	No
71	4153	82	No
72	4154	28, 35, 45	Yes
73	4154	99, 100	No
74	4194	17	No
75	4195	6	No
76	4195	21, 30	No
77	4214	12, 20	No
78	4228	13, 17	No
79	4232	18, 17	No
80	3989	1, 34, 36	Yes
81	4210	1, 35, 34, 43	No

Table 3
Potential Development Sites

Site No.	Block	Lot	Within 400 ft of an Industrial Source?
A1	1437	21, 23	No
A2	1450	1, 2, 3, 50, 51, 53	Yes
A3	1437	1	No
A4	1540	70, 72, 82	No
A5	1544	14, 15, 16	Yes
A6	1543	1	Yes
A7	1553	13, 18	No
A8	1554	1	Yes
A9	1574	23, 32	Yes
A10	3671	41, 42, 43	Yes
A11	3672	43, 46	Yes
A12	3673	20, 21	No
A13	3673	36, 37, 38, 39	Yes
A14	3674	38, 39, 40	Yes
A15	3675	1	Yes
A16	3675	25	Yes
A17	3686	9	Yes
A18	3687	5, 6, 7	Yes
A19	3973	46	Yes
A20	3688	9	Yes
A21	3689	25, 26	Yes
A22	3689	12, 19, 20, 21, 22, 23, 24	Yes
A23	3690	11, 12, 13, 14, 15	Yes
A24	3703	7, 8, 9	Yes
A25	3703	35, 36	Yes
A26	3707	7, 15, 16	Yes
A27	3720	21	No
A28	3722	28	No
A29	3742	16, 18, 20	No
A30	3935	43, 44, 142	No
A31	3950	17, 18, 19, 20	No
A32	3951	42	No
A33	3952	20, 21, 22	No
A34	3953	45	Yes
A35	3955	20, 21, 22, 23	Yes
A36	3956	23, 24	No
A37	3961	26, 27	Yes
A38	3961	29, 30	Yes

Table 3
Potential Development Sites cont.

Site No.	Block	Lot	Within 400 ft of an Industrial Source?
A39	3963	3	No
A40	3965	3, 4	No
A41	3965	6, 7	No
A42	3965	32, 33	No
A43	3967	19, 20, 21, 22, 24, 25	No
A44	3971	39, 40, 41	No
A45	3971	44, 45	No
A46	3971	53, 54	No
A47	3972	20, 22	No
A48	3976	31, 35	No
A49	3980	14, 15, 17, 19	No
A50	3982	17, 18	No
A51	3989	20, 24, 25	Yes
A52	3995	29, 31, 32, 129	No
A53	4004	19, 20	No
A54	4018	15, 16, 17, 18, 19, 118	No
A55	4024	18	No
A56	4126	1	No
A58	4154	92, 93, 94, 95	No
A59	3689	1	Yes
A60	4162	2, 10	No
A61	4211	43, 45	Yes
A62	0	9,	No
A63	3958	49	No
A64	4137	44	Yes
A65	3705	16	Yes
A66	3670	25, 27	No
A67	3672	48, 49, 50, 51	Yes
A68	3686	15, 16, 17	Yes
A69	3686	19, 21	Yes
A70	3687	112	Yes
A71	3689	11	Yes
A72	3691	14, 15, 16, 18	Yes
A73	3721	1	No
A74	3936	42	No
A75	3949	1	No
A76	3959	52	No
A77	3959	54	No

Table 3
Potential Development Sites cont.

Site No.	Block	Lot	Within 400 ft of an Industrial Source?
A78	3960	21	Yes
A79	3960	58	Yes
A80	3962	1, 2	No
A81	3963	8	No
A82	3963	18	No
A83	3963	26	No
A84	3964	1, 33, 34, 35	No
A85	3965	1	No
A86	3965	11	No
A87	3967	13, 15	No
A88	3971	10, 11	No
A89	3971	24, 25, 26	No
A90	3973	57, 58	Yes
A91	3979	11, 12, 13	No
A92	3987	17	No
A93	4005	19, 20, 21	No
A94	4017	22, 25	No
A95	4128	66	No
A96	4137	39, 43	No
A97	4137	56, 63	Yes
A98	4140	27, 28	Yes
A99	4141	1, 4	No
A100	4141	27, 30	No
A101	4141	33, 35, 39	No
A102	4156	1, 45, 50	No
A103	4162	18, 22, 29	Yes
A104	4167	22, 24, 25	Yes
A105	4214	1, 6	No
A106	3988	28, 34, 35	Yes

Appendix 5

Noise Monitoring Approach Memorandum



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Memorandum

To: Department of City Planning
From: Weixiong Wu
Subject: East New York Rezoning EIS – Noise Monitoring Approach
Date: September 4, 2015
cc: Robert White

The purpose of this memorandum is to describe the noise analysis approach for the proposed development sites for the East New York (ENY) Rezoning Environmental Impact Statement (EIS). A total of 185 development sites (80 projected and 105 potential) have been identified in the rezoning area. Under the reasonable worst case development scenario (RWCDS) for the proposed action, the total development expected to occur on the 80 projected development sites under the With-Action condition would consist of approximately 8,825,138 sf of total floor area, including 6,901,057 sf of residential floor area (6,852 dwelling units), 1,210,389 sf of commercial uses, 98,851 sf of industrial uses, and 614,842 sf of community facility uses, as well as 2,442 accessory parking spaces. The analysis year is 2030.

This memorandum presents a summary of the selection of noise receptor locations and describes the noise monitoring approach to determine existing ambient noise levels in the rezoning area. The measured existing noise levels will be used as part of the noise analysis to examine: 1) whether there are any locations where there is the potential for the RWCDS associated without/with the Proposed Actions to result in significant noise impacts (i.e., doubling Noise Passenger Car Equivalents [PCEs]), using the CEQR PCE analyses and/or TNM analyses and 2) what level of building attenuation is necessary to provide acceptable interior noise levels at each development site under guidelines contained in the 2014 *CEQR Technical Manual*.

Selection of Noise Receptor Locations

As the first step in this process, a field visit was performed to develop a list of proposed receptor locations. According to AKRF's field observations, motor-vehicle traffic is the dominant noise sources throughout the study area, except at some roadways (i.e., Broadway, Fulton Street, and Van Sinderen Avenue) although air-traffic and stationary sources (e.g., building HVAC equipment) contribute noise levels as well. At Broadway, Fulton Street and Van Sinderen

Avenue, noise from the elevated J, Z and L trains is the dominant noise source. In general, the levels of existing noise at each location are primarily influenced by the amount of traffic on the immediately adjacent roadway or nearby roadways and it is expected that measurements from one monitoring location could apply to multiple sites along the same road corridor as well as to sites along similar road corridors.

The proposed noise receptor locations were selected based on the following three criteria: 1) locations of the projected and potential development sites under the Reasonable Worst Case Development Scenario (RWCDS); 2) providing comprehensive geographic coverage across the study area in order to get a comprehensive characterization of the ambient noise environment; and 3) existing land use patterns (e.g., along major commercial road corridors, and near existing stationary noise sources).

A total of 24 receptor sites will be selected for the noise analysis in the rezoning area where a total of 1875 development sites (840 projected and 1065 potential) have been identified. These receptors, due to their proximity to the development sites, provide an effective and conservative representation of existing ambient noise levels at the projected and potential development sites.

Noise Monitoring

AKRF plans to conduct a noise survey with noise measurements at 24 locations in the rezoning area. Noise measurements will include 1-hour spot noise level measurements during typical weekday AM, midday, and PM peak periods at seven (7) locations, and 20-minute spot noise level measurements during typical weekday AM, midday, and PM peak periods at 17 locations. Traffic and/or train counts will be included during the all measurements. **Figure 1** shows the locations of the 24 noise receptor sites, and **Table 1** lists the noise receptor sites, the duration of measurements, development sites, and receptor locations.

At receptor sites 1, 3, 5, 6, 7, 8, 9, and 15, which are adjacent to elevated trains, 1-hour spot noise measurements will be conducted during the typical weekday peak periods. At all other receptor sites, 20-minute spot noise measurements will be conducted during the typical weekday peak periods. At receptor sites 18 and 21, additional 20-minute spot noise measurements will be conducted during the typical school peak periods.

Measurements will be performed using Sound Level Meter (SLM) Type 1 instrument according to ANSI Standard S1.4-1983 (R2006). The SLM will have a laboratory calibration date within one year of the date of the measurements. All measurement procedures will be based on the guidelines outlined in ANSI Standard S1.13-2005.

It is also proposed that the air traffic noise would not be removed from the noise measurements. This would ensure that recommended attenuation levels within the study area take the aircraft noise into account in order to determine acceptable interior noise levels.

Table 1. Noise Receptor Locations

Noise Receptor Site	Duration	Projected Development Sites	Potential Development Sites	Location
1	1-hour	2	4, 5	Broadway and Somers St
2	20-minute		6-8	Mother Gaston Blvd and Fulton St
3	1-hour	1	1, 3, 9	Atlantic Ave between Jardine Pl and Havens Pl
4	20-minute	1, 12	1, 2	East New York Ave and Mother Gaston Blvd
5	1-hour	3, 4, 6, 10	66	Fulton St and Sheffield Ave
6	1-hour	5, 11, 20, 23	12, 30, 31, 33, 74	Fulton St and Van Siclen Ave
7 ¹	1-hour	5, 11, 20, 23	12, 30, 31, 33, 74	Van Siclen Ave Station platform
8	1-hour	21, 22, 29, 30	35, 78	Fulton St and Shepherd Ave
9	1-hour	67	56, 95	Fulton St and Euclid Ave
10	20-minute	65, 66, 67	96, 98-101	Richmond St between Dinsmore Pl and Fulton St
11	20-minute	68	57 , 60, 103, 104	Atlantic Ave and Crescent St
12	20-minute	28, 43, 46, 66, 67, 69, 72	36, 47, 48, 63, 64, 76, 77, 79, 89, 97	Atlantic Ave and Logan St
13	20-minute	16, 24, 32, 35, 37, 25-27, 39, 41	13, 14, 23, 32, 34, 62, 72, 75, 81, 86, 32, 34, 43, 87	Atlantic Ave and Van Siclen Ave
14	20-minute	13, 14	10, 11, 21, 22, 67-70	Atlantic Ave and Pennsylvania Ave
15	1-hour	7-9		Pennsylvania Ave between Fulton St and Atlantic Ave
16	20-minute	31, 36, 38	17, 18, 20, 71, 39, 80, 82, 40, 41	Schenck St between Atlantic Ave and Liberty Ave
17	20-minute	43, 44, 45	19, 44, 45, 51, 88	Berriman St between Liberty Ave and Atlantic Ave
18 ²	20-minute	42, 51-56, 70, 71, 73	58, 102, 90, 92	Liberty Ave and Atkins Ave
19	20-minute	15, 17, 19, 33, 34, 47-50	15, 16, 26, 37, 38, 42, 49, 59, 65, 83-85, 91, 46, 50	Liberty Ave and Miller Ave
20	20-minute	18	24, 25, 27	Glenmore Ave between Sheffield Ave and Pennsylvania Ave
21 ²	20-minute	61, 62, 80	53, 93, 106	Glenmore Ave and Berriman St
22	20-minute	74-76		South Conduit Ave and Euclid Ave
23	20-minute	77-79, 81	55, 61, 105	Pitkin Ave and Euclid Ave
24	20-minute	57-60, 63, 64	28, 29, 73, 94, 54, 52	Pitkin Ave and Warwick St

Note: Noise measurements will be conducted during typical weekday AM, midday, and PM peak periods.

⁽¹⁾ Noise measurement will be conducted on the Van Siclen Avenue Station platform

⁽²⁾ Additional 20-minute spot noise measurements will be conducted during the typical school peak periods

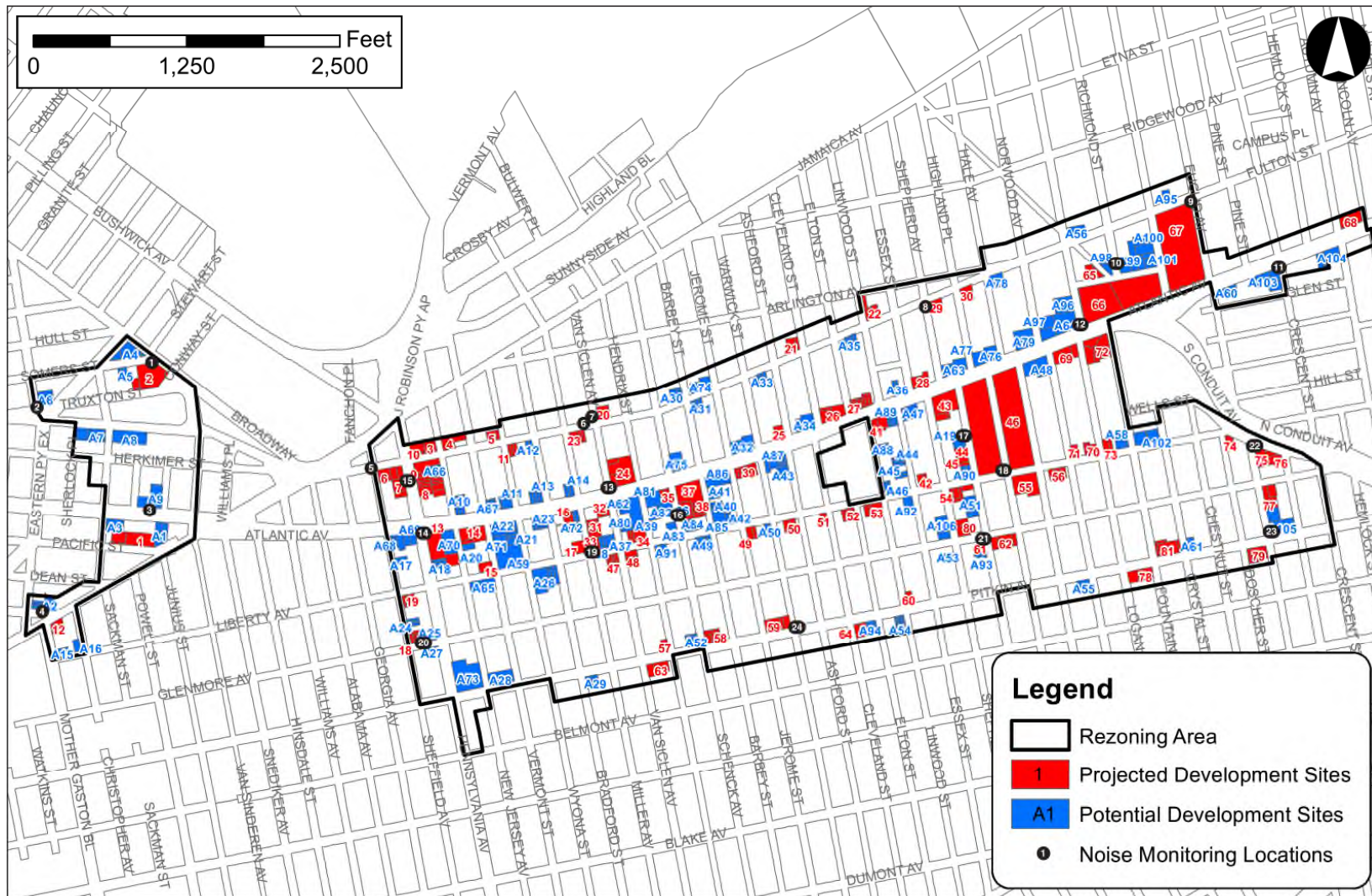


Figure 1
RWCDs Projected and Potential Development Sites

Appendix 6

Response to Comments on the Draft Scope of Work

Response to Comments on the Draft Scope of Work for the Draft Environmental Impact Statement for

EAST NEW YORK REZONING PROPOSAL

A. INTRODUCTION

This document summarizes and responds to comments on the Draft Scope of Work, issued on February 3, 2015, for the East New York rezoning Proposal (the Proposed Actions). Oral and written comments were received during the public meeting held by the New York City Department of City Planning on March 5, 2015. Written comments were accepted through the close of the public comment period, which ended at 5:00 PM on Monday, March 16, 2015. Appendix 7 contains the written comments received on the Draft Scope of Work. A Final Scope of Work was issued on September 18, 2015, incorporating comments received on the Draft Scope of Work where relevant and appropriate as well as other background and project updates that were made subsequent to publication of the Draft Scope of Work.

Section B lists the elected officials, organizations and individuals that provided relevant comments on the Draft Scope of Work. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the Draft Scope of Work.

B. LIST OF ELECTED OFFICIALS, ORGANIZATIONS AND INDIVIDUALS THAT COMMENTED ON THE DRAFT SCOPE OF WORK

Elected Officials

1. Eric L. Adams, Brooklyn Borough President; written submission dated March 16, 2015, and oral statement delivered by Anthony Drummond at public scoping meeting.
2. Inez Barron, Council Member, 42nd District; oral statement at public scoping meeting.
3. Rafael L. Espinal, Jr., Council Member, 37th District; written submission dated March 12, 2015, and oral statement at public scoping meeting.
4. Joy Simmons, New York State Committee Member, Female District Leader for 72nd District; oral statement at public scoping meeting.

Organizations and Interested Public

5. Coalition for Community Advancement: Progress for East New York/Cypress Hills (CCA); written submission dated March 16, 2015.
6. Jordan Bruk; written submission dated March 12, 2015.
7. Charles Bullock, NYC District Council of Carpenters; oral statement at public scoping meeting.
8. Manuel Burgos, BTN Consulting Services Corp.; oral statement at public scoping meeting.
9. Joan Byron, Pratt Center for Community Development; written submission dated March 16, 2015, and oral statement at public scoping meeting.
10. Walter Campbell, District Manager, Brooklyn Community Board 5; written submission dated March 16, 2015.
11. Sergei Champagne, CCA, BTN Consulting; written submission and oral statement at public scoping meeting.
12. Darma Diaz, resident; oral statement at public scoping meeting.
13. Carlos Geraldo, Build Up NYC; written submission and oral statement at public scoping meeting.

14. Tami Green, President/CEO, ProFitness 1 on 1; written submission dated March 16, 2015, and oral statement at public scoping meeting.
15. Barbara Hopson, New York Communities for Change; written submission and oral statement at public scoping meeting.
16. Michael Kelke, CCA; written submission and oral statement at public scoping meeting.
17. Dave Lyons, Build Up NYC; written submission and oral statement at public scoping meeting.
18. Delwyn Manifold, Build Up NYC; written submission and oral statement at public scoping meeting.
19. Andrea McCullough, Ocean Hill-Brownsville Coalition of Young Professionals; written submission dated March 16, 2015.
20. Rosalyn McIntosh, recording secretary of CB5, founder of Sisters Building Sisters; oral statement at public scoping meeting.
21. Andre Mitchell, Chairman, Brooklyn Community Board 5; oral statement at public scoping meeting.
22. Brother Paul Muhammed, CCA; written submission and oral statement at public scoping meeting.
23. Michelle Neugebauer, Cypress Hills Local Development Corporation, CCA; written submission and oral statement at public scoping meeting.
24. Marisol Quinones, Cypress Hills LDC, CCA; oral statement at public scoping meeting.
25. Roberto Roper, Build Up NYC; written submission and oral statement delivered by Chad Shrachan at public scoping meeting.
26. Dylan Salant; written submission dated March 15, 2015.
27. Robert Santiago, Executive Director Highland Park Community Development Corporation, CCA; written submission and oral statement at public scoping meeting.
28. Nicholas Savvides, Arts East NY, CCA; written submission and oral statement at public scoping meeting.
29. Joyce Scott-Brayboy, CB5 member; oral statement at public scoping meeting.
30. Steven M. Sinacori, Akerman LLP; written submission dated March 16, 2015.
31. Chad Strachan; D.C.9 Painters and Allied Trades; oral statement at public scoping meeting.
32. Teresa Toro, Cypress Hills LDC; oral statement at public scoping meeting.
33. Karyn Williams, The Municipal Arts Society of New York; written submission dated 03/16/2015

C. COMMENTS AND RESPONSES ON THE DRAFT SCOPE OF WORK

1. Project Description/Development Scenario Comments

Comment 1.1: The estimates of proposed housing affordability need to be substantiated. Until the city's new mandatory inclusionary housing program text is circulated along with other strategies by the city, it remains unclear how the 33 percent in the scoping document is achieved. (1)

Response: **Comment noted. While the new Mandatory Inclusionary Housing (MIH) program sets a minimum affordability requirement that promotes economic diversity while supporting feasible development, the actual amount of affordable housing created will be determined by the interaction among housing subsidy programs, the local housing market, zoning requirements, and broader economic conditions; including a recent commitment by the City (through HPD) to subsidize 1,200 affordable dwelling units in the first two years of the East New York Community Plan. As stated in the Draft Scope of Work (DSOW), it is estimated that about half of the projected dwelling units for the Reasonable Worst-Case Development Scenario (RWCDs) would be affordable to lower income households. The environmental review will assume, as stated in the Final Scope of Work (FSOW), that 50 percent of all units created, in the aggregate, will be affordable to low-income households, with the remaining housing affordable to moderate- or middle-income households, or higher-income households.**

Comment 1.2: The city has mentioned "Mandatory Inclusionary Zoning" as one mechanism for addressing affordability, yet the program is still being revised and unapproved and there are no concrete plans for implementation. Without a crystal clear set of affordability programs in place right now the city

will be responsible for widespread displacement and damage to an entire community. (16) Too many of the affordability programs haven't been finalized yet are key components of the rezone plan. Mandatory Inclusionary Zoning is just one of them. (28) Much information is missing from the proposal – the affordable housing strategy, capital budget strategy, and the details of the mandatory inclusionary zoning framework. (3)

Response: **Comment Noted. As described in the DSOW's Project Description, the analysis framework for East New York rezoning proposal incorporates the proposed citywide mandatory inclusionary housing (MIH) program. This program will require that all new development in areas rezoned to medium-density districts and above include affordable housing units. The citywide MIH program will undergo public review concurrently with the East New York rezoning proposal. Additionally, the East New York rezoning proposal includes a zoning text amendment which mirrors the citywide proposal and would establish an MIH program applicable only to East New York. This provides a guarantee that affordable housing will be mandatory in East New York in the event that the citywide zoning text is either not approved or is approved after the East New York rezoning is implemented.**

Comment 1.3: Rent regulations are determined on the state level and aren't due to be renewed until June of this year. New York City can't make commitments on regulations that are outside of its governance before then. Also before the state legislature this June is the renewal of 421-A, aka the 80/20 program. Need to know how DCP will modify their Environmental Impact Statement once these different programs are finalized. Once those modifications to the EIS are done, the public must be given a chance to respond and comment. This must happen before ULURP starts. (16) We need to slow down start of EIS until major affordable housing policies are determined (MIZ, rent regulations, 421a) and all details of this comprehensive plan can be identified so that true impact can be assessed. (5)(16)

Response: **Environmental analyses are conducted based on information available to the lead agency at the time a Draft Environmental Impact Statement (DEIS) is prepared. If new information becomes known to the Department of City Planning (DCP) after the DEIS is issued for the East New York rezoning proposal, DCP will consider that information and revise analyses if warranted for the FEIS. Public review of the citywide MIH proposal will be concurrent with the East New York rezoning proposal. See response to Comment 1.2.**

Comment 1.4: It remains unclear how many units will be targeted for each of the income bands and it definitely should have been determined by this point of the planning process. The DSOW states that the goal of the project is creating housing for existing residents, but how is this defined, and how is this goal being met? We need to know the income bands and how the mandatory IHP will work. (28) The rezoning needs to designate the percentage of apartments by income bands. (2) The different affordability levels need to be defined. (16)

Response: **As stated in the DSOW, affordable housing in an environmental review context is distinguished by those households below or above 80 percent of the area median income (AMI); other income bands may vary without altering the environmental analysis framework. The Mandatory Inclusionary Housing program in East New York will require that 25 percent of the residential floor area shall be provided as housing affordable to households at an average of 60 percent of the Income Index ("AMI"), with no unit targeted at a level exceeding 130% of AMI. Qualifying households would be limited to no more than three income bands and at least 15 percent of the residential floor area must be provided to households with income at or below 40 percent of AMI.**

Comment 1.5: In order to be open and transparent, the DEIS needs to address how many units, and at what rates will these units be available to low income residents. 46% of East New York families earn less than \$25,000. Almost half of our community is low-income. We need to make sure that the affordable housing is affordable to the members of our community that need it most. The City should also disclose its plans for ensuring that that this housing remains affordable for the long-term. (13) The Draft Scope should provide specific information on neighborhood-based affordability. The DSOW states that the project will create and preserve affordable housing, but how?

Response: See responses to Comment 1.2 and Comment 1.4. Affordable housing units created through the MIH program must be permanently affordable.

Comment 1.6: We need real affordability - the people in east New York make minimum wage, don't always have full time work and work at low paying jobs - we need apartments affordable to families making \$20,000, \$30,000 and \$40,000 a year. We need apartments sized for families so we can bring up our families and stay in east New York. (15) Half of the units will be affordable to low- to moderate-income families making \$25,000-\$100,000, with no information on the income bands to be required within that range. This "affordability" level is not affordable to the community members currently living here. (2) The Proposal seeks to spur affordable housing development in eastern Brooklyn. But recent history shows that affordable housing is often not affordable for low-income New Yorkers. Recent history shows that two-thirds of newly built affordable housing units in New York City are in fact not affordable for local neighborhoods residents. (33)

Response: See response to Comments 1.2 and 1.4

Comment 1.7: The key issue that must be addressed is the need to provide affordable housing for the residents of East New York, Cypress Hills and Oceanhill without inducing displacement associated with the anticipated market rate units. (1)

Response: As described in the DSOW, the environmental review will assess the potential for indirect residential displacement in the EIS's Socioeconomic Conditions chapter.

Comment 1.8: In addition to the actions listed in the Draft Scope of Work, include the following action: A zoning map amendment to change from M1-1 and M1-2 to map C8-4 around the Broadway Junction. These recommendations would facilitate office and destination retail development. (1)

Response: Comment noted. As described in the DSOW's Project Description, the proposed C4-4L and C4-5D zoning districts proposed around Broadway Junction would allow mixed-use commercial and residential development. C8-4 districts do not allow new residential development.

Comment 1.9: Development site criteria – As opposed to the listed minimum lot size of 5,000 sf, it is reasonable to assume that vacant and underutilized lots meeting the minimum size required by zoning for residential development would be attractive for development. (1)

Response: Comment noted. As described in the Analysis Framework section of the DSOW, 5,000 sf is standard criteria for soft site analysis based on prior projects and developments. The RWCDs for the Proposed Actions does include assemblages of lots smaller than 5,000 sf that are in common ownership or at least one of the lots, or combination of lots, meets the soft site criteria, and ownership of the assemblage is shared by no more than two distinct owners. Additionally, the DSOW states that in order to provide for a conservative analysis standard and neighborhood tailored criteria and methodologies reflecting current and projected market trends were used to project future development under the Proposed Actions.

Comment 1.10: Development site criteria – For sites of schools, municipal libraries, government offices, etc., the Borough President's Office has identified those sites that are built to less than half of the permitted

floor area as a means to identify possible affordable housing opportunities. The City should be looking to leverage these development rights where feasible and appropriate. Although development on municipal property likely requires discretionary action from pertinent government agencies, and thus, subsequent environmental review, including these sites now in the analysis would allow for a more in depth cumulative impact analysis as opposed to a piecemeal review. (1)

Response: **Comment noted. Public Institutions or other municipal properties where no concrete plans are known to be made public and additional actions, which may be discretionary, would be necessary for development are typically not included in the RWCDs due to their unpredictable and complex nature of developing.**

Comment 1.11: Development site criteria – the Borough President is collaborating with faith-based institutions to determine if there are excess development rights and, to the extent feasible, to provide for affordable housing development. Therefore, it is reasonable to assume that the proposed rezoning should analyze such available development rights where they can be feasibly allocated. (1)

Response: **Comment noted. As stated in the DSOW, in order to provide for a conservative analysis standard and neighborhood tailored criteria and methodologies were used to project future development under the Proposed Actions. Generally, for area-wide rezonings that create a broad range of development opportunities, new development is expected to occur on select, rather than all, sites within the rezoning area. The RWCDs for the Proposed Actions does identify a few development sites that consist of properties owned by faith-based institutions.**

Comment 1.12: Development site criteria – Multi-unit buildings that require relocation of tenants of rent-stabilized units should not be excluded when the development is utilizing less than half of the permitted floor area because being stabilized is not a legal deterrent for vacating tenants for the purpose of demolishing the building. Otherwise, the study would avoid disclosure of direct displacement. (1)

Response: **As stated in the DSOW, multi-unit buildings with existing individual buildings with 6 or more residential units are unlikely to be redeveloped because of the additional costs and complexities inherent in the required relocation of tenants in rent- stabilized units. Additionally, in order to provide for a conservative analysis standard and neighborhood tailored criteria and methodologies were used to project future development under the Proposed Actions. It is more unlikely that multi-unit residential buildings would be redeveloped in the East New York neighborhood due to the difficulty of building on vacant or underutilized land in current and projected future market conditions.**

Comment 1.13: Development site criteria – It appears that by excluding sites smaller than 7,500 sf occupied by existing residential development and/or sites with multiple commercial tenants from the development criteria when they are built to less than half of the permitted floor area is another form of avoiding disclosure of direct displacement, and thus should be reconsidered. (1)

Response: **See response to comment 1.9. As noted in the DSOW, the RWCDs for the Proposed Actions was generated based on standard criteria and methodologies along with observed and projected development patterns with the rezoning area. The RWCDs does include sites smaller than 7,500 sf that are occupied by existing residential development or multiple commercial tenants where development is more likely to occur.**

Comment 1.14: Development site criteria – Given the 15-year build out term, categorizing assemblages with ten or more commercial tenants as a potential site as opposed to being projected sites appears misguided as it is not expected that leases would typically exceed 15 years. Therefore, for purposes of analysis, it is reasonable to assume that developers will purchase such buildings, empty out commercial occupants, and construct available floor area to the maximum extent permitted. (1)

As stated in the DSOW, to produce a reasonable, conservative estimate of future growth, the development sites were divided into two categories, projected and potential, based on a number of criteria and not solely on potential lease terms. While leases may or may not typically exceed 15 years, properties with ten or more commercial tenants with various long term leases could make logistically expiring and renewing leases a deterrent to development.

Comment 1.15: Modifying the development site criteria based on all of the above would be expected to increase the number of development sites above the 187 identified in the draft scope and therefore have implications with density-related impacts such as the resulting traffic, community facility use demands and open space use. In addition, it might help disclose the presence of hazardous materials related to site-specific impacts. Assumptions for amount of residential floor area might also be understated. (1)

Response: Comment noted. See response to Comments 1.9 through 1.14.

Comment 1.16: Development scenario parameters – Determining the number of units by dividing residential floor area by 1,000 does not appear to be consistent with development trends largely established by the private sector for apartment building development. The trend has been to construct fewer two- and three-bedroom units. Therefore, unless the zoning came with adequate density controls to support the assumption of 1,000 sf gross unit size, using such a factor would more than likely understate the number of apartments. (1)

Response: As described in the DSOW, the RWCDs was generated based on standard criteria and methodologies along with observed and projected development patterns with the rezoning area. The assumption of 1,000 sf per dwelling unit is used to standardize the dwelling unit count across all developments where actual sizes will fluctuate depending on the developer and subsidies the development is receiving. Overall, the 1,000 sf assumption accounts for both larger sized apartments that accommodate families and smaller studios. Based on the average household size (as report by the U.S. Census) within the rezoning area, demand for larger sized apartments would reinforce the assumption of 1,000 sf per dwelling unit as a conservative standard rate.

Comment 1.17: Development scenario parameters –it appears questionable to assume that 33 percent of the units developed according to mandatory zoning regulations would be affordable to lower income households. Assuming a strong enough market to be able to cross-subsidize 20 percent of the housing as affordable according to what many anticipate would be the requirement for mandatory affordable housing, it would mean that approximately 1,500 units would be built on sites that would have no market rate housing. It seems to be overly ambitious to expect that government subsidies would be provided for privately-owned properties to feasibly develop that much affordable housing. Therefore, it does not appear that the intended analysis would be taking a conservative enough approach by assuming one-third of the units being affordable without any official basis to assure such an outcome. Doing so merely gives the impression that the East New York Plan would result in a more significant amount of affordable housing than can otherwise be guaranteed. (1)

Response: See response to comment 1.1.

Comment 1.18: Development scenario parameters – Assumption for specific sites projected for commercial uses, industrial uses and community facilities are likely overstated without zoning text mandating such uses. This could result in designating floor area that would seem more reasonable to be assumed for residential development and, at the same time, the existing zoning text only incentivizes FRESH supermarket development, with no guarantees. Specific sites where assumptions might be in question are: 1, 14, 15, 24, 26, 37, 43, 46, 66, 67, 72, 81, A6, A7, A8, A28, A34, A37, A43, A59, A74,

A105. These assumptions would likely reduce the number of anticipated workers for the analysis. (1)

Response: **Comment noted. The Proposed Actions, as discussed in the RWCDs seek to facilitate vibrant, inclusive residential neighborhoods with a wide variety of local and regional commercial options, job opportunities and attractive streets that are safe and inviting for residents, workers, and visitors. Zoning will require non-residential (i.e. commercial or community facility) ground floor uses in all new development on Atlantic Avenue, Fulton Street and Pitkin Avenue through Special Enhanced Commercial Districts. The RWCDs reflects the changes in zoning and allowable uses, which incentivize development through increased density, while conservatively accounting for a mix of uses on private properties.**

Comment 1.19: Development scenario parameters – the assumption of population being 2.99 persons per dwelling unit in CD 5 and 2.75 in CD 16 seems low if using 1,000 sf per gross dwelling unit size – which further suggests that a smaller average apartment size should be used to determine the number of units. The number of persons per dwelling unit should be based on those households that tend to live in apartments as opposed to smaller dwellings. (1)

Response: **See response to comment 1.16. The assumption, as described in the DSOW from the 2010 Census, is an average of persons per household. As noted in response to comment 1.16, the number accounts for both larger and smaller sized households.**

Comment 1.20: Development scenario parameters – Based on the CEQR Manual, lower income households are typically assumed to have more children attending the public school system and more bedrooms translate into more school age children. In addition, the number of affordable units and household incomes of occupants of those units may assist in projecting the number and type of affordable units that may be expected based on utilization of available programs. (1)

Response: **Comment noted.**

Comment 1.21: We need to know more about affordability levels for new developments on private land and for the city-owned sites HPD has recently made available through an RFQ. How will city-owned sites that are the subject of the recent HPD RFQ be used to provide housing for existing residents? The City has recently released an RFQ for city-controlled sites in the area for two programs, the New Infill Homeownership Opportunities Program (NIHOP) and Neighborhood Construction Program (NCP). Many of these parcels are located in or in close proximity to the rezoning area. HPD should target these programs to East New York AMIs and ensure long-term affordability—no less than 30 years—for any of these projects. (3)

Response: **The City seeks to maximize affordability on all city-owned sites appropriate for housing development.**

Comment 1.22: This plan cannot focus on housing alone, it must also focus on strengthening our community with good, well-paying permanent jobs. East New York is already home to a strong manufacturing industry, and we can make it stronger through investments and zoning changes in our Industrial Business Zones. (3) The project must continue to support industrial manufacturing and explore all ways to keep jobs in ENY. (1)

Response: **Comment noted. No zoning changes are proposed for the East New York Industrial Business Zone, which is currently zoned for manufacturing uses. As part of the East New York Community Plan, the Economic Development Corporation is conducting a study of opportunities to support business and job growth in this IBZ.**

Comment 1.23: What is the strategy for preserving the long-term affordability of existing units? (3)(5) What is the administration's strategy for preserving housing beyond 25 or 30 years? How do we make sure housing is permanently affordable? (3) The rezoning of East New York must create housing that working people can afford as well as preserve the already existing affordable housing in the community. (13)

Response: **Affordable housing units created through the Mandatory Inclusionary Housing Program are required to be permanently affordable. Outside the MIH program, with its use of subsidies, the City seeks to achieve long-term affordability requirements for new affordable housing, and continues to work with the owners of these buildings to extend the period of affordability during the life of the building.**

Comment 1.24: The median income for those living in the boundaries of Community Board 5 is roughly 44% of the Area Median Income. This translates into a median income of about \$37,000 for a family of four. At this median income an "affordable" (no more than 30% of income) two-bedroom apartment would cost about \$834 a month. Affordability should be based on the income levels that exist in East New York, not in New York City as a whole. (3)

Response: **See response to Comment 1.4**

Comment 1.25: How will the legal resources be deployed to prevent tenant eviction? When will the tenant legal services program begin and how will it be administered in East New York? (3)

Response: **The City has created a legal fund to help tenants who are experiencing harassment or threat of eviction. These services will be available in East New York and other neighborhoods across the City.**

Comment 1.26: Will not support a process and a zoning framework that does not strengthen the IBZ and seek to create an economic anchor with light manufacturing uses. In order to do this, need to examine the zoning to tighten use groups to focus on light manufacturing and think carefully about capital needs in the IBZ. In particular, focus on improving the roads and the financial and tax incentives offered to not only create a robust economic center for the community, but also strengthen the capacity of the IBZ service provider. (3)

Response: **See response to Comment 1.22**

Comment 1.27: With more people comes more need for open space, schools, and community recreation centers. The needs identified in the community are far reaching – parks and transit investment, sidewalks and street repair, community centers, schools, and others. How specifically does the administration intend to respond to these needs? If we only build housing we will have failed to learn the lessons of prior urban renewal efforts. (3)

Response: **The East New York Community Plan described in the DSOW is a coordinated set of strategies for housing, jobs, economic development and community resources. This rezoning proposal concerns changes to the land use regulations to support the goals of this Community Plan. The broader Plan also identifies strategies for providing for new and improved community infrastructure including schools and open space.**

Comment 1.28: There are a few sites in the neighborhood which have the potential to be catalytic, but the final strategies for these sites is still under discussion. What is the plan for these sites?

- Chestnut Dinsmore – the city-owned land is 81,000 square feet. Cypress Hills LDC, Greenpoint Manufacturing Design Center, and the YMCA have discussed a partnership at that site that would combine a much-needed community center with light manufacturing. The DEIS must consider and evaluate the framework put forward by the CHLDC. The draft scope of work calls

for amending the urban renewal plan with regards to this site. Will the community vision for the city-owned Chestnut-Dinsmore site be allowed to come to fruition?

- IBZ city-owned sites – there are a number of publicly controlled sites which could serve as a tremendous economic anchor for the neighborhood and we need to find a way to put them to a more productive light manufacturing/industrial use. (3)

Response: As described in the DSOW, the City-owned site at Dinsmore Chestnut is the subject of the Dinsmore-Chestnut Urban Renewal Plan which is being amended to allow additional uses per the proposed MX zoning, which would allow residential, commercial, community facility and light industrial uses. This site could provide space for a new school as well as housing, jobs, and other community services.

While the area within the East New York Industrial Business Zone is not subject to this rezoning proposal or related land use actions, the City will develop strategies to strengthen this area as a source of jobs and economic activity for the neighborhood, including examining vacant and underutilized properties.

Comment 1.29: The draft scope of work calls for over 900,000 sf of new commercial space. While I am looking forward to new storefronts on Atlantic Avenue and other places, I am firmly opposed to big box retail stores, as they do not generally pay living wages. (3)

Response: The commercial uses projected by the RWCDs are primarily local retail, because the majority of sites within the rezoning area are too small to accommodate large-scale retailers and their associated parking.

Comment 1.30: It is also important that good jobs are created for local residents as a result of this development. In the DEIS, the city needs to address how they will ensure that the jobs created in East New York will allow East New Yorkers to pay their rent and keep their families in their homes. (3)(13)

Response: The new commercial, office, and community facility uses projected as a result of the Proposed Actions are estimated to bring 3.710 new jobs to the neighborhood.

Comment 1.31: The DEIS should seek to identify the degree to which the incoming workforce will be local area residents. The DEIS should also identify the development needs of the incoming workforce, such as housing and transportation, paying particular attention to local residents, and to ensure that there are sufficient funds to provide adequate outreach, job training opportunities, and job referrals to these local residents. (3)

Response: As described in the Introduction of the DSOW, the East New York Community Plan is a coordinated strategy for housing, jobs, economic development and community resources. This rezoning proposal and EIS concerns only the changes to the land use regulations to support the goals of this Community Plan. The broader Plan identifies strategies for job training and business development.

Comment 1.32: In order for some of the housing to target the existing population, significant subsidy from HPD will be required. It is not yet clear how the administration is proposing to pair housing subsidies with zoning changes in order to ensure housing affordability for East New York residents and for newcomers. (3)

Response: The City will work with property owners, private and non-profit housing developers and other stakeholders to create affordable housing in East New York.

Comment 1.33: The largest site of any kind in the area is Arlington Village, covering two entire city blocks with 310,000 sf of lot area, which has been determined to be 75% vacant. The administration should

work with the owner to revitalize this site in a way that allows current tenants to remain in the complex but allows for either the rehabilitation of all the units or the complete redevelopment of the site with a comprehensive plan that is sensitive to the needs and concerns of current tenants. Very little information has been presented thus far about the strategy for this site. (3)

Response: **The City will work with the owners of Arlington Village to promote substantial affordable housing development on this site and prevent displacement of current residents.**

Comment 1.34: Rental, home purchase and land costs are on the rise in CHENY and recent sales and rental trends should be documented as part of the EIS. The Coalition believes that the announcement of the rezone is fueling this trend of rising real estate costs and speculation. For example, Arlington Village (Proposed Site 46) has been flipped once since the rezone was announced and appears poised to be flipped again. This site should be eliminated from the rezone area, particularly because of the strategic nature of this site and the impossibility of it being developed into affordable housing given the exorbitant purchase price. (5) (23)

Response: **As described in the DSOW, Arlington Village, projected site 46, has been identified by the City as well as community residents as an opportunity site for affordable housing development. Under the proposed zoning, any new development on this site will be required to include permanently affordable housing as a portion of new units.**

Comment 1.35: What, if any, strategies exist for renters in small, multi-family buildings? HPD has described, in very general terms, incentives that will help to ensure long-term affordability for these buildings, but very few real details have been presented or explained. (3)

Response: **The City will work to protect the affordability of existing housing through preservation programs. Additionally, the City will partner with community-based organizations to educate tenants about their rights and ensure they are protected from harassment or eviction.**

Comment 1.36: How many buildings are under existing regulatory agreements in the broader area and when do these agreements expire? (3)

Response: **As described in the DSOW, The Socioeconomic impact chapter of the EIS will examine the number of regulated and unregulated housing units in and around the rezoning area to determine the potential for residential displacement.**

Comment 1.37: What is the administration's proposed strategy for East New York with respect to 421-a policy? How do you imagine this program working with the proposed zoning to generate affordable units? (3)

Response: **The City's MIH program is designed to work with 421-a changes recently adopted by the State legislature. The MIH program would require permanent affordability and provide additional affordability beyond what is required by the voluntary 421-a program. MIH is also designed to work with the City's strategy to use its own housing subsidies to promote affordable housing development in East New York.**

Comment 1.38: The EIS should discuss implementing permanently affordable housing that is pegged to the incomes of current residents of CHENY, as well as requiring mandatory inclusionary zoning for new construction of residential units. (5)

Response: **See response to comment 1.2.**

Comment 1.39: The rezoning should result in the types of retail and service establishments that the community has requested, such as grocery stores that sell fresh foods and vegetables, and culturally

appropriate foods. Other desires include meat and fish markets, family-oriented restaurants, cafes and juice bars. (5)

Response: As described in the Purpose and Need and Description of Proposed Actions of the DSOW, the proposed rezoning and resulting zoning text amendment for an Enhanced Commercial District will require non-residential ground floor use (i.e. stores or community facilities) in new developments along of Atlantic Avenue, Pitkin Avenue and Fulton Street, and allow commercial ground floor use along Liberty Avenue, Pennsylvania Avenue and other neighborhood corridors. This will promote active commercial corridors with retail establishments which could provide a variety of goods and services. East New York is a designated FRESH zone, which provides incentives for the development of full-service grocery stores.

Comment 1.40: The purpose, need, benefits and detriments of the project should be discussed in depth. (5)

Response: As described in the DSOW, The EIS will describe in detail the purpose and need for the proposed rezoning, as well as potential adverse impacts.

Comment 1.41: The EIS should list all required permits and approvals in connection with the Proposed Actions. (5)

Response: Comment noted. As described in the description of the Proposed Actions in the DSOW, the EIS will analyze the proposed zoning map change, zoning text amendments, and amendments to the Dinsmore-Chestnut Urban Renewal Plan which constitute the Proposed Actions.

Comment 1.42: Other rezonings in Brooklyn, such as the Broadway Triangle, and their cumulative impact in connection with the East New York Rezoning should be addressed. (5)

Response: Such an analysis is outside the scope of CEQR.

Comment 1.43: As a recipient of federal housing funds, the City of New York has an obligation under the Federal Fair Housing Act to affirmatively further fair housing (“AFFH”) when rezoning or developing housing. This AFFH duty imposes affirmative obligations on the City to promote integration through its actions and avoid causing, or perpetuating, residential segregation in an area. (5)(27)

Response: The City is not required, pursuant to federal, state or local law or regulation, to include an assessment of the proposed action’s compliance with federal fair housing laws and regulations in the EIS. As a recipient of federal housing funds, the City does, and will continue to comply with federal law, rules and regulations to assess the impact of its zoning and land use actions on its obligation to affirmatively further fair housing.

Comment 1.44: The City has no current plans to implement a retail attraction and retention strategy for the rezone area through the NYC Department of Small Business Services in coordination with the City’s Department of Housing Preservation and Development. Such a commercial revitalization strategy would examine the entire market area for the Fulton Street, Atlantic Avenue and Pitkin Avenue commercial corridors, determine what businesses currently exist, assess residents’ preferences for new shops and set priorities for attraction of new services and retail businesses. The City should assess local retail and service needs by directly surveying shoppers throughout the community, and the EIS should assess the positive impacts on the community from these establishments. (5)

Response: See response to Comment 1.31.

Comment 1.45: Any change to mixed-use will result in manufacturing displacement due to the ability to attract users bringing in a higher rent. Mixed-use will also encourage real estate speculation and open the opportunity to convert the land to residential uses, especially near transit nodes like Broadway Junction. (5)

Response: As described in the Proposed Actions in the DSOW, the proposed mixed-use districts would allow residential, commercial, community facility, or light industrial uses

Comment 1.46: We are concerned that the “Planning Framework” as presented by DCP proposes mixed-use development including commercial and residential uses on one block located within the East New York Industrial Business Zone, and several blocks directly adjacent to it. (9)

Response: As illustrated in the DSOW, No land within the East New York Industrial Business Zone is proposed for rezoning. Block 3675, which is proposed as R7A/C2-4, does not fall within the East New York IBZ.

Comment 1.47: Encouraging residential development in close proximity to industrial areas is very likely to create conflicts between industrial users and their new neighbors over truck transport and access, on-street parking, operating hours, waste collection, noise, etc., even when industrial businesses are operating in compliance with applicable regulations. The EIS should identify the potential for such conflict and propose mitigations that will not undermine individual businesses or the viability of the IBZ overall. (5)(9)

Response: The East New York IBZ is currently bordered by a mix of residential, commercial, and industrial uses. The areas immediately adjacent to the IBZ are not projected to see significant increases in density. The NYC EDC is currently conducting a study of the IBZ which will examine land use and real estate trends in the area, and make recommendations for strengthening the IBZ as a source of jobs and business growth.

Comment 1.48: Without explicit reinforcement of the IBZ zoning regulations as part of the area rezoning, the industrial real estate base is exposed to further speculation which may inhibit future investment from existing and new businesses leading to additional business displacement. (5)

Response: See response to comment 1.46

Comment 1.49: The EIS should also consider the flaws of MX zoning for retaining and expanding industrial business over time due to its tendency to facilitate market pressures that are likely to cause eventual conversion to an all-residential/commercial district. The EIS should explore other zoning tools for achieving a sustainable, balanced mix of uses over time. (5)

Response: Special mixed-use (MX) districts have been proposed for about 23 full or partial blocks in the rezoning area. These districts generally conform to the presence of existing industrial businesses and typically replace M1-1 and M1-2 districts. Within existing manufacturing zoning districts, very few industrial businesses have been established or expanded in recent years. New uses have included self-storage facilities and fast food restaurants. Many of these manufacturing districts are currently home to a mix of uses; for example in the proposed MX district along Liberty Avenue, residential, commercial, community facility and industrial uses are all found there today. Special mixed-use (MX) zoning provides a framework that would allow existing industrial businesses to continue operating and expand. In addition, new industrial businesses could be established, as well as new commercial and retail businesses, community facilities and residences. The MX district regulations allow for coexistence of these uses while minimizing potential conflicts.

Comment 1.50: We call upon DCP to analyze alternatives to the MX zoning as it is now defined in the text that would instead promote a sustainable mix of industrial and other uses. Possibilities include block- or district-level mandates for preservation of specific percentages of industrial space in mixed-use areas; provision for transfers of development rights that would preserve existing industrial space; and the establishment of financing tools to keep industrial space affordable. (9)

Response: See Response to Comment 1.49. While industrial business are not proposed to be mandatory in MX districts, an Enhanced Commercial District is proposed for Atlantic Avenue and Fulton Street, which would require that non-residential uses be located on the ground floor of new development, promoting the creation of new jobs in these areas, as well as providing greater retail and service options for the neighborhood. Moreover, the East New York Industrial Park IBZ is located immediately outside the proposed rezoning area to the west; significant opportunities for the growth of industrial businesses lie in the IBZ, where numerous policy initiatives have been tailored to meet the specific needs of industrial businesses and create high-quality jobs.

Comment 1.51: The Draft Scope does not mention the parameters that would be put in place in order to ensure rent stabilized and rent controlled tenants are not being harassed by predatory equity developers or landlords who would have an incentive to push these tenants out. Preservation strategies to prevent displacement in CHENY should be analyzed in the EIS. The Coalition requests that the City implement strong anti-harassment policies in the Proposed Actions. (5)

Response: See response to Comment 1.25.

Comment 1.52: In order to comply with its obligations under federal regulations, the City must conduct an analysis of impediments to fair housing choice in the area, describe how its proposed action will be tailored to overcome those impediments, and maintain records of these studies. This analysis of impediments cannot be generalized for the City as a whole or involve blanket statements of compliance with fair housing laws. Rather, the City must conduct a specific study for the area to be developed and maintain records of the results. (5)(27)

Response: See response to Comment 1.43.

Comment 1.53: The Coalition requests that the EIS address the following questions: What steps has the City taken to comply with its AFFH duty for this rezoning? What, if any, analysis of impediments to fair housing has it conducted or will it conduct for East New York? Has it studied the residential segregation in this area of Brooklyn? Has it studied how its proposed rezoning would ameliorate or exacerbate such segregation? Has it kept any records of this? Where are those records? Can they be published? Why doesn't the City's Draft Scope discuss in any way the City's steps to comply with federal fair housing obligations? How will the City ensure that its current Affirmative Marketing Guidelines, when applied to the lotteries and rent-up of affordable housing built through this rezoning, will promote integration, create a diverse applicant pool, and comply with HUD fair housing regulations? (5)(27/partial)

Response: See response to Comment 1.43.

Comment 1.54: One of the sites identified for future development (projected Site 24) needs to be removed from the scope of analysis in the EIS. It is the playground of St. Malachy's early childhood center and Head Start program and needs to be preserved for its current use. (5)

Response: As discussed in the DSOW, the sites identified in the Reasonable Worst Case Development Scenario (RWCDs) are likely to be developed in the future with the Proposed Actions.

Comment 1.55: The rezone area includes one NYCHA development, Fiorentino Plaza, located across several blocks on Pitkin Avenue. The Draft Scope makes no mention of plans for this development. This is a very old NYCHA development that has been severely neglected for decades. Plans for relocation, demolition, and rehabilitation regarding this development must be articulated in the EIS. (5)

Response: As described in the project description in the DSOW, Fiorentino Plaza on Pitkin Avenue is proposed to be rezoned from an R6 district to R7A with a C2-4 commercial overlay. The existing

residential use will remain conforming with the proposed zoning. Any relocation, demolition, or rehabilitation of this site is not proposed at this time and is outside the scope of CEQR.

Comment 1.56: It appears that a lot was missed on the proposed rezoning. On lot 1450/23 it appears it was missed. Because lot 1450/22 and lot 1450/24 are on the list of zoning proposal and lot 1450/23 is in the middle of the two of them. I also noticed that lot 1450/31 appears two times on the list One as a partial and one is not. But in actuality I only see on the map one lot 1450/31. (6)

Response: Comment noted.

Comment 1.57: This could be a great opportunity for our community if along with affordable housing, our infrastructure is upgraded, our transportation is improved, and our schools can house our children. This plan can bring a lot of good things to our home if it is executed with community involvement and input and in a responsible manner. (13)

Response: The East New York Community Plan, which is supported by this proposed rezoning and related actions, and as disclosed in the DSOW includes plans for improvements to community infrastructure including schools and streets.

Comment 1.58: Is this change for the better or worse for the already existing working class and non-working class residents, students, churches, businesses, organizations of East New York Today!

- Would they be able to afford to keep and maintain their home ownership?
- Would they be able to afford the small margin of Affordable Housing projected to be built?
- Would they be afforded Career Opportunities and Job Opportunities created by the New Infrastructure to take place?
- Would they be qualified and prepared to take advantage and embark on such Important Opportunities?
- Would they be afforded the opportunity to remain residents of East New York Brooklyn? (14)

Response: As described in the background in DSOW, the East New York Community Plan, which is supported by this proposed rezoning and related actions, includes strategies for job development and the preservation of existing low-cost housing.

Comment 1.59: With the expectation that 7,000 units of housing and an additional 20,000 people will be brought to East New York, the City should address how it will ensure that the residents of East New York can remain residents of East New York? (13) Is there a guarantee that already existing residents, businesses, churches and organizations will not be economically forced out because of property taxes, rent and cost of living? (14)

Response: See response to Comment 1.35.

Comment 1.60: The Draft Scope for an Environmental Impact Study says that public subsidies will be used to build affordable housing in East New York. Where are these subsidies coming from? How much will they be and what kind of public oversight and accountability will be used? In the DEIS, the city needs to compare the use of subsidies that require high-road, family-sustaining jobs like mine to subsidies that have no public benefit and allow low-road hiring practices. (17)

Response: Comment noted.

Comment 1.61: The city must study the sustainability of the proposed development in the DEIS. The proposed development would bring an increase of 20,678 residents. The rezoning process must include a comprehensive plan to ensure an environmentally sustainable development. Additionally, the City

should work with the community regarding its plans to upgrade infrastructure, improve transportation and provide sufficient schools and green spaces. (18)

Response: **As noted in the DSOW the EIS will analyze potential environmental impacts from the proposed rezoning and related actions and propose measures to mitigate these impacts. The East New York Community Plan includes plans for improvements to community resources including transportation infrastructure, schools and parks.**

Comment 1.62: We support the call for clear delineation of the affordable housing terms and preservation of manufacturing and industry within our community. (19)

Response: **Comment noted.**

Comment 1.63: C4-5D/C4-4L Zones – This planned zoning change would result in a densely populated area of buildings 10 stories high, and possibly higher if zoning lot mergers and inclusionary housing bonuses come into play, for this small, working class, bedroom community that is composed of typically 2 and 3 story buildings. This zoning district would allow for the further proliferation of shelters within this area that is already oversaturated with transitional housing. It would allow for shopping malls, hotels and corporate buildings that would not serve and benefit the current residents. Also under this zoning district, residential development could occur that would tower over the existing buildings. To say that contextual zoning took place here would be misleading and incorrect. In the meetings that I've attended, full explanations of this particular zoning district were not given. Residents suggested commercial overlays that would allow for 1-2 stories of retail within residential buildings, not full commercial zone districts. Use of the zoning district C4-5D and C4-4L does not take into consideration the recommendations given by the community, the land use committee of community board 16 and does not preserve the character of the community. (19)

Response: **The proposed C4 districts around Broadway Junction, as illustrated in the DSOW, would allow for a mix of residential, commercial, and community facility uses. These districts would allow for larger-scale commercial uses adjacent to a major transit hub.**

Comment 1.64: The current proposal removes all manufacturing from the area except for a small portion of one block and upzones this community with the use of R7A districts. This rezoning process is an opportunity to create special districts that would combine manufacturing and residential zones to create tech hubs much like Harlem's M1-5/R7-2 zone, with the help of the NYCEDC. Creating a tech hub in this area would encourage partnerships with the local high schools located here, create career jobs with higher paygrades than seasonal constructions jobs and encourage support businesses to come to the area to serve the businesses, employees and residents. We request special districts be implemented, combining manufacturing and residential zones, maxing out residential zones at R6 zones. (19)

Response: **The DSOW work accommodates tech hubs in two places: the proposed MX district along Fulton Street (M1-4/R7A), and the proposed C4 districts adjacent to Broadway Junction.**

Comment 1.65: A study to determine the types of businesses that can be supported by the current resident composition should be done; focusing on affordable and responsible food retailers such as Trader Joe's that would fit the area and meet a need. (19)

Response: **As part of the East New York Community Plan, the Department of Small Business Services will partner with local organizations to conduct a Commercial Districts Needs Assessment to better understand existing economic conditions and potential for job and business growth.**

Comment 1.66: We request that the R7A districts be changed to R6, some with commercial overlays for business on the ground floor along Fulton, Broadway and East New York, to limit the heights and maintain the character of the neighborhood. (19)

Response: **The DSOW discusses both zoning districts: R6 zoning districts do not have maximum building heights, while contextual R7A districts impose maximum building and streetwall heights.**

Comment 1.67: The affordable housing terms should be finalized before this study is complete since the number of units will likely change the impact to this particular area. Built into the affordable housing terms should be a community benefits agreement. This agreement would create a foundation that the developers would pay into in order to develop in this rezone area and the funds would pay for new social services and recreational programs required due to the increase of density in the area. (19)

Response: **See response to Comment 1.32.**

Comment 1.68: The Coalition is seeking all of the details and specifics of what job opportunities will be created and what commercial and what retail opportunities will be generated by the plan so that the environmental impact of these new opportunities and options can be fully assessed. We deserve to know what the projected timetable is for the creation of these economic opportunities. (22)

Response: **See response to Comment 1.31.**

Comment 1.69: We urge the city to study the impact of good jobs versus low wage jobs. Good jobs create a stronger economy, stronger communities and a stronger middle class and that's good for everyone. The DEIS should make sure to compare construction, hotel, cleaning, maintenance and security jobs at the level of the established industry standard in New York compared to jobs with low wages and no benefits. (25)

Response: **Comment noted.**

Comment 1.70: In Block 1450 lots 19-24 are all proposed to be partially affected by the zoning change, but on Page 55, Appendix 1, List of Block and Lots to be included in the Proposed Rezoning Area, only Lots 22 and 24 are mentioned. I would like to have Lot 23 in particular, and the others that are partially affected mentioned in the text. (26)

Response: **Comment noted.**

Comment 1.71: The new owner of Arlington Village Site (which consists of Blocks 3974 and 3975 Lot 1) is fully supportive of City's public policy as detailed in the Sustainable Communities East New York ("SCENY") study. The Owner supports the proposed commercial overlay districts for Atlantic and Liberty Avenues. A vibrant retail experience will serve the existing and future residents. (30)

Response: **Comment noted.**

Comment 1.72: It is rare in New York City, and more specific to the East New York neighborhood, for a development site to consist of 7+ acres. The redevelopment of the [Arlington Village] Site would have a significant catalytic impact on (i) revitalizing the community and (ii) implementing the vision as articulated in the SCENY. The new owner of Arlington Village Site generally supports the zoning recommendation found on Figure A-1 of the EAS, but make the following suggested amendments.

- For Atkins Avenue, 100' from Atlantic and Liberty Avenues, instead of mapping R6A, Atkins Avenue should be mapped R7A.
- For Liberty Avenue, from Berriman Street to Montauk Avenue, instead of mapping R7A, Liberty should be mapped R8A. (30)

Response: Comment noted.

Comment 1.73: The above proposed amendment would permit on Atkins Avenue approximately 104,000 additional square feet, approximately 104 dwelling units, of which (pursuant to the existing affordable housing program) approximately 21 dwelling units would be affordable. For Liberty Avenue, the above proposed amendment would permit approximately 116,000 additional square feet; approximately 116 dwelling units, of which approximately 23 dwelling units would be affordable. Together, the proposed amendment would permit approximately 220,000 additional square feet, approximately 220 dwelling units, of which (pursuant to the existing affordable housing program) 44 dwelling units would be affordable. The difference between the proposed R6A and the R7A on Atkins Avenue is 5' in the required building base, 10' in maximum height (pursuant to existing bulk regulations) and 1.0 FAR. The difference between the proposed R7A and the R8A on Liberty Avenue is 20' in the required building base, 40' in maximum height (pursuant to existing bulk regulations) and 2.6 FAR. (30)

Response: Comment noted.

Comment 1.74: The Owner [of the Arlington Village site] believes the above amendments are desirable for the following reasons:

- The additional proposed zoning square footage and dwelling units should not impact the environmental analysis contained in the EAS. Owner is willing to provide the additional environmental analysis to supplement the EAS.
- The additional density will provide a greater construction cost economy of scale in order to provide additional affordable housing.
- The additional density on Atkins Avenue will facilitate financing design elements to support the north/south connectivity along Berriman Street, as detailed in the SCENY.
- The additional density on Atkins Avenue will make for a more interesting and varied urban design that will permit the middle block of the Site (Atkins Avenue) to slightly step up from R6A bulk proposed for Berriman Street and Montauk Avenue.
- The additional density on Liberty Avenue will support the proposed retail corridor. (30)

Response: Comment noted.

Comment 1.75: The Owner [of the Arlington Village site] looks forward to working with the City regarding the number of affordable dwelling units and level of affordability. The Owner will also explore the potential provision of a supermarket on Site. The Owner is open to a discussion with the School Construction Authority ("SCA") regarding the siting of a school on the Site on the provision that SCA waives the zoning regulation so that a potential school does not subtract from the proposed as-of-right zoning entitlements. (30)

Response: Comment noted.

Comment 1.76: The voices of the very low-income and homeless need to be heard, and all races need to be included. (14)

Response: Comment noted.

Comment 1.77: Aside from supporting retail development along the ground floors of new apartment buildings, it is not yet clear if the administration has any strategies to support job creation in the IBZs or how they intend to create employment opportunities in addition to new housing. (3)

Response: The East New York Community Plan identifies strategies to promote job growth and economic development in the East New York Industrial Business Zone and throughout the neighborhood. See response to Comment 1.22 and 1.47.

Comment 1.78: We are already losing a great amount of land zoned for manufacturing with the rezoning of Atlantic Avenue; the draft scope of work acknowledges that the rezoning has the potential to displace more than 100 employees. Real estate pressure (and rezonings allowing the intrusion of residential) has forced manufacturing firms to close in higher-rent areas, and we cannot let that happen here. We need to put stronger zoning in place so that it protects and promotes manufacturing jobs. We must also make sure to leverage the publicly owned sites in the IBZ to promote manufacturing firms and jobs. There is an opportunity to pair city-owned property and capital funding in infrastructure improvements to draw firms to the area that may be getting pushed out of other neighborhoods. People need good jobs to be able to pay for affordable housing, given the high unemployment rate (more than double than in the rest of New York City), we need to focus on the economic development challenges in the neighborhood. (3)

Response: See response to Comment 1.77.

Comment 1.79: I would strongly urge the DCP to study a zoning framework for the IBZ and adjacent M districts which would tighten the zoning to focus on the manufacturing and industrial uses, and to study an increase in the FAR to allow for slightly more dense manufacturing development. My office is eager to work with the administration and the Council's Land Use staff to push that work forward as quickly as possible. (3)

Response: Comment noted.

2. Land Use, Zoning, and Public Policy

Comment 2.1: DCP determined that the East New York IBZ is currently home to more than 4,000 jobs, and between 2002 and 2011 the number of jobs increased 33 percent, though manufacturing jobs decreased in number. Warehousing and transportation jobs increased and now make up almost half the jobs in the IBZ. Homeless shelters have opened in loft buildings in the northern part of the IBZ, creating jobs in social services, though now these spaces are unavailable for commercial or industrial use. There is a critical need to address the underperforming nature of the East New York IBZ and to ensure that it lives up to its real potential as an economic hub for the neighborhood and the City as a whole. The East New York IBZ is a key part of the economic fabric of the community. While it is important that the IBZ has not been rezoned to residential, it has seen an influx of self-storage facilities, homeless shelters, and other non-industrial uses and we have failed to take full advantage of its economic potential. (3)

Response: In accordance with Task 2 "Land Use, Zoning and Public Policy" in the DSOW and the *CEQR Technical Manual*, the land use, zoning, and public policy chapter of the EIS will include analyses of the effects of the Proposed Actions on the primary study area (generally coterminous with the rezoning area) and secondary (¼-mile) study area. The effects of the Proposed Actions on land use, zoning, and public policy within the secondary study area, which includes the East New York IBZ, will be assessed, and a discussion of existing land use trends in the IBZ will also be presented.

Comment 2.2: The predominant zoning [in the IBZ] is M1-4, which allows 6.5 FAR for community facilities but only 2.0 FAR for industrial use. The IBZ also has the highest number of city-owned sites in the entire Sustainable Communities study area, including a former LIRR substation that has been identified for potential use as a business incubator. Given this situation, how will the IBZ be strengthened to protect the jobs in the community? What sort of zoning should we put into place to make sure that industrial businesses will thrive in the area and not be crowded out by homeless shelters, self-storage units, retail and other less-job intensive uses? And what will be done with the publicly owned sites in the IBZ to foster community economic development? (3)

Response: While portions of the rezoning area are zoned for manufacturing, the rezoning area does not include the East New York IBZ and the DSOW Proposed Actions would not rezone the East New York IBZ. However, the EIS will analyze secondary effects of the Proposed Actions on land use, zoning, and public policy applicable to the East New York IBZ, which is located within the secondary study area (see response to Comment 2.1).

Comment 2.3: Potential strategies that should be studied in the EIS and as potential policy approaches include:

- tightening the zoning to protect industrial jobs (as discussed above in comment 2.5)
- investing in the IBZ service providers
- examining incentives to support existing businesses including marketing strategies
- capital commitments to improve access/truck circulation and conditions within the IBZ
- tax incentive policy mechanisms. (3)

Response: As described in the DSOW, The East New York Community Plan includes strategies for strengthening industrial jobs and businesses within the East New York Industrial Business Zone.

Comment 2.4: The draft scope of work calls for a Special Enhanced Commercial District in the area. This district should be written to discourage big box retailers through regulations governing maximum floor area for establishments and minimum number of establishments on a frontage. It is critical that we find a way to support small businesses in the area. (3)

Response: Comment noted. As described in the background in DSOW, The East New York Community Plan includes strategies to support small businesses.

Comment 2.5: Are there any proposed changes being made to the community preference criteria as outlined in the existing inclusionary housing bonus mechanism in ZR Section 23-90? What prevents us from increasing the community preference to ensure that those who might be displaced are able to live in the affordable housing built as a result of this plan? (3)

Response: The Proposed Actions, as listed in the DSOW, do not include any changes to the community preference criteria as outlined in ZR Section 23-90.

Comment 2.6: The EIS should address, in detail, all aspects of the Mandatory Inclusionary Housing program, such as how it would function, the geographic areas where it would be implemented, whether it would include permanent affordability, how affordability would be defined (i.e., levels of affordability based on income), and how it would impact CHENY in conjunction with the Proposed Actions. It should also clearly describe how it will address both the preservation of existing affordable units and the creation of new affordable units and whether affordable homeownership (in addition to affordable rentals) will be part of the program. (5)

Response: As discussed in the proposed zoning text amendments in the DSOW, the Mandatory Inclusionary Housing program will require that all new medium-density residential development in East New York include a portion of permanently affordable units for households with a specified income range.

Comment 2.7: The secondary land use study area should be expanded from a quarter-mile boundary from the rezoning area to a half-mile or more from the rezoning area. The Proposed Actions are likely to have far-reaching effects and this proposed rezoning is only the first step in a process that will result in further action (i.e., additional rezonings) and more density to the area surrounding Cypress Hills and East New York. (5)

Response: As stated in the *CEQR Technical Manual* and disclosed in Task 2 “Land Use, Zoning and Public Policy” in the DSOW, the appropriate study area for land use and zoning is related to the type and size of the project being proposed as well as the location and neighborhood context of the

area that could be affected by the project. For large scale high density developments or generic projects, secondary impacts can occur within a radius of 0.25 to 0.5 miles from the site of a proposed project. However, as also stated in the *CEQR Technical Manual*, using an inappropriately large study area can dilute or obscure a project's effects.

The EIS land use, zoning, and public policy analysis will use a ¼-mile secondary study area, in accordance with *CEQR Technical Manual* guidelines. The ¼-mile study area encompasses over 300 blocks and seven distinct neighborhoods (Cypress Hills, City Line, East New York, the East New York IBZ, Broadway Junction, Brownsville, and Ocean Hill).

Comment 2.8: In general the EIS should go further in its description and analysis of the Proposed Actions and whether they are compatible with current land uses and development trends and/or how they will affect them. (5)

Response: See response to comment 2.1 above. In accordance with *CEQR Technical Manual* guidelines, the EIS will include a detailed analysis of the potential impacts of the Proposed Actions on land use, zoning, and public policy. The land use analysis will assess direct effects and focus on the project's compatibility and consistency with surrounding uses and zoning as they would exist in the future without the Proposed Actions.

Comment 2.9: The SOW is missing one important administrative policy: Vision Zero. An analysis needs to be included. (32)

Response: The Final Scope of Work (FSOW) has been modified to now include an analysis of the impacts of the Proposed Actions on Vision Zero.

Comment 2.10: The Proposal seeks to spur economic development. Yet the draft scope of work does not include nearby manufacturing hubs, which would be impacted by the significant changes under consideration. We therefore recommend that the draft scope explore the potential impact on land use in the adjacent East Brooklyn Industrial District, as well in the manufacturing zones located south of the study area in Community District 5. (33)

Response: See response to Comment 2.1, above.

3. Socioeconomic Conditions

Comment 3.1: With real estate speculators already targeting residential buildings and aggressive investors seeking to get property owners to sell, the possibility of displacement of residents is a major concern for the community that must be carefully analyzed. (1)

Response: Comment noted. In the DSOW under Task 3, "Socioeconomic Conditions," pursuant to the *CEQR Technical Manual*, the EIS will disclose the number of residential units and estimated number of residents to be directly displaced by the Proposed Actions, as well as quantify the amount of direct displacement relative to study area populations. In addition, as the Proposed Actions and associated RWCDs would create a substantial amount of new housing (net incremental increase of 6,312 dwelling units) resulting in a sizable population increase of an estimated 18,801 new residents over the No-Action condition, a detailed analysis of indirect residential displacement will be provided pursuant to *CEQR Technical Manual* guidelines.

Comment 3.2: With increasing rents and the limitations of provisions relating to the rent guideline laws to protect affordable housing, understanding the true risk of displacement must be the number one priority going forward. (1)

Response: Comment noted. Pursuant to *CEQR Technical Manual* guidelines, in the DSOW under Task 3, “Socioeconomic Conditions,” the EIS will identify existing populations living in privately held units that are not protected by rent regulations, who, based on income or poverty status, may not be able to afford substantial rent increases. The EIS will determine the amount and general location of protected and unprotected housing units within the rezoning area and within a ½-mile study area.

Comment 3.3: The net increase of 6,970 residential units should be re-evaluated based on modifying the screening for development and assumed gross apartment size [refer to comments 1.15 and 1.16 above]. (1)

Response: Comment noted.

Comment 3.4: Direct displacement of residents should be assumed to be a greater number of households than indicated based on modifying assumptions pertaining to rent stabilized buildings and small mixed use buildings being screened as development sites [refer to comments 1.12 and 1.13 above]. The modified screening might alter the assumption that less than 500 residents would be directly displaced and therefore require analysis in the EIS. (1)

Response: In accordance with *CEQR Technical Manual* guidelines as listed under Task 3 “Socioeconomic Conditions”, the assessment of direct residential displacement considers those residential units and associated residents located projected development sites identified as part of the RWCDs that have the potential to be involuntarily displaced in connection with redevelopment of such sites. The RWCDs was developed in accordance with the guidelines in the *CEQR Technical Manual*, Chapter 2, “Establishing an Analysis Framework.”

Comment 3.5: Direct displacement of commercial businesses and employment of those sites should be based on a significantly expanded number of sites. As businesses that provide products or services essential to the local economy are displaced from the “trade area”, local residents might see significant impacts. As a result, the analysis should consider whether including sites with ten or more establishments might trigger such an outcome. (1)

Response: Task 3, “Socioeconomic Conditions,” in the DSOW was written in accordance with *CEQR Technical Manual* guidelines, the assessment of direct business displacement will consider those businesses and associated employment that would be involuntarily physically displaced from the projected development sites, identified as part of the RWCDs. The RWCDs was developed in accordance with the guidelines in the *CEQR Technical Manual*, Chapter 2, “Establishing an Analysis Framework.”

Comment 3.6: Although FRESH zoning provides an incentive to replace supermarkets that would become development sites, this zoning does not guarantee a replacement supermarket. As a result, the analysis should consider the possible closing of supermarkets. (1)

Response: As discussed in the DSOW under Task 3, “Socioeconomic Conditions,” the EIS will include an analysis of direct business and institutional displacement which will estimate the number of employees and the number and types of businesses that would be physically directly displaced on the 81 projected development sites identified as likely locations for redevelopment as a result of the Proposed Actions. As also discussed under Task 3, the indirect business displacement analysis will identify and characterize conditions and trends in employment and businesses within the study area. Pursuant to CEQR guidelines, the indirect displacement assessment will also identify if the Proposed Actions would markedly increase property values and rents throughout the study area, making it difficult for some categories of businesses to remain in the area. In addition, the EIS will include an assessment of the Proposed Actions’ effect on specific

industries. Pursuant to the *CEQR Technical Manual*, appropriate mitigation measures will be identified for any potential significant adverse impacts resulting from the Proposed Actions.

Comment 3.7: Secondary residential displacement should be discussed in the context of an anticipation of more sites being used for housing and whether that might make existing dwelling units that are without rent protection more attractive to households willing to rent such apartments at higher rents. This situation would accelerate a trend that may potentially displace vulnerable populations. (1)

Response: Pursuant to *CEQR Technical Manual* guidelines and listed in the DSOW under Task 3, “Socioeconomic Conditions” as Indirect Residential Displacement; the EIS will include a detailed analysis of indirect residential displacement that will examine whether the Proposed Actions and associated RWCDs may introduce or accelerate a socioeconomic trends that may potentially displace renters living in units not protected by rent stabilization, or other government regulations restricted rents, whose incomes are too low to afford increases in rents.

Comment 3.8: This zoning proposal calls for several C4 districts to be mapped in East New York. C4 districts allow big box retailers (use group 10: regional anchors) to locate in an area. Accordingly, the DEIS should focus on the impact such big box retailers have on small businesses in the area. The study should analyze the amount of money retained and reinvested in communities where the businesses are locally owned instead of nationally or internationally owned. The study should also look into the tax revenue generated by locally-owned businesses in contrast to non locally-owned businesses. These small and medium-sized businesses are the backbone of our community and should be protected through this rezoning. The impact of a low-wage big-box retailer on the socioeconomic conditions of the community should be thoroughly analyzed in comparison to high-road retailers. (3)

Response: As listed in the DSOW, the Proposed Actions and associated RWCDs are expected to introduce up to approximately 692,350 sf of retail uses as compared to the No-Action condition. This retail space would not be concentrated on a single site, but would be distributed among the 80 projected development sites in the approximately 0.75-square mile rezoning area, and is expected to largely consist of local-serving retail. Big-box retail was not projected as part of the RWCDs because the majority of sites within the rezoning area are too small to accommodate such retailers and their associated parking. The wages and tax revenue associated with various business types are outside the scope of CEQR.

Comment 3.9: I strongly urge the lead agency to require and conduct a detailed analysis of:

1. Direct business and institutional displacement – a careful study of all manufacturing/commercial uses and the potential impacts. We cannot lose good paying manufacturing jobs as a result of this rezoning.
2. Indirect residential displacement—a careful study of the effect of rising property values on the surrounding residential communities, in particular how development may increase the tax burden on properties which are not redeveloped.
3. Indirect business and institutional displacement—a careful examination of the surrounding community with a focus on the IBZ and whether a larger adjacent residential community might create challenges for the on-going operation of manufacturing firms in the district or place additional economic or logistical pressures on their operation.
4. Adverse effects on the specific industries with particular attention to the light manufacturing sectors and how additional residential development will impact the existing manufacturing uses in both the study area and the area immediately adjacent to the study area. (3)

Response: As described in the DSOW under Task 3, “Socioeconomic Conditions,” the assessments of indirect residential displacement, direct and indirect business displacement and adverse effects on specific industries will be conducted in conformance to the *CEQR Technical Manual* and will begin with preliminary assessments of each of these areas of concern to determine whether a

detailed analysis is necessary. Detailed analyses will be conducted for those areas in which the preliminary assessment cannot definitively rule out the potential for significant adverse impacts. The detailed assessments will be framed in the context of existing conditions and evaluations of the future No-Action and With-Action conditions in 2030 including any population and employment changes anticipated to take place by the analysis year of the Proposed Actions. Pursuant to the *CEQR Technical Manual*, appropriate mitigation measures will be identified for any potential significant adverse impacts resulting from the Proposed Actions.

Comment 3.10: Based on the limited information provided in the scope it is not clear why there is not expected to be significant adverse impact to residential displacement and I urge a careful study of this issue. (3)

Response: The DSOW indicates that the Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 directly displaced residents, and therefore, are not expected to result in significant adverse impacts due to direct residential displacement. Whether or not the impact is considered significant, the *CEQR Technical Manual* requires that the direct residential displacement be disclosed for any project. As noted in the Response to Comment 3.1, the EIS will disclose the number of residential units and estimated number of residents with the potential to be directly displaced by the Proposed Actions, as well as quantify the amount of direct displacement relative to study area populations.

Comment 3.11: 63% of buildings in the Community District [CB5] have four or fewer units. Only 7% of units are in buildings with between 5 and 19 units, but 30% of buildings have more than 20 units. Apartments in small buildings – less than six units – are not rent regulated and are therefore more susceptible to displacement pressures. (3)

Response: Comment noted. As noted above in the Responses to Comments 3.2, 3.7 and 3.16, residential units that are not protected by rent regulation will be the focus of the analysis for assessing potential indirect residential displacement. This includes residential buildings with less than six units.

Comment 3.12: East New York has a homeownership rate eight percentage points lower than Brooklyn, and ten percentage points lower than New York City. Given this very low rate of homeownership, an individual household's resilience to increased rents will depend almost entirely on whether the unit in question is rent regulated. (3)

Response: Comment noted. See Response to Comment 3.2.

Comment 3.13: The City has not discussed, in any way, its compliance, or planned compliance, with federal fair housing laws and regulations for this rezoning. As a recipient of federal fair housing funds, it needs to do so. The Draft Scope does not mention the City's fair housing obligations or even the phrase "fair housing." Page 28 ("Socioeconomic Conditions") of the Draft mentions "disparate effects" once. The SOW should include how the project complies with Federal Fair Housing requirements. (5) (27)

Response: See Response to Comment 1.43.

Comment 3.14: Preventing and mitigating displacement through preservation programs and anti-harassment and anti-demolitions policies from the outset of the rezoning should be evaluated in the EIS. It is critical that the EIS analyze the broad impact and potential of both primary and secondary displacement that the rezoning might have on low- and moderate-income tenants and small businesses without such provisions. Further, the EIS should address the demolition and loss of rent stabilized units that occurred after both the North Park Slope and South Park Slope rezones and the potential for

similar demolitions and loss of rent stabilized housing stock to occur on the impacted corridors, with an emphasis on Atlantic Avenue. (5)

Response: **Under Task 3, “Socioeconomic Conditions,” in the DSOW, the EIS will follow the impact analysis methodologies specified in the *CEQR Technical Manual*. Pursuant to the *CEQR Technical Manual*, appropriate mitigation measures will be identified for any potential significant adverse indirect residential displacement impacts resulting from the Proposed Actions. The issues listed in the second half of the comment are outside the scope of CEQR.**

Comment 3.15: The EIS should tie affordability to the area median income (“AMI”) of CHENY residents and not city-wide AMI. The City must use the AMI of Community Board 5 to preserve the affordability of housing in this community and to stem the tide of displacement that is inherent in the Proposed Actions. (3)(5) The metric used to determine affordability (AMI) comes from the U.S. Housing and Urban Development, yet the AMI in New York City is inflated, which puts affordable housing out of reach for many low-income New Yorkers. This inflation is partly due to the fact that the AMI: incorporates data from wealthier suburban counties, such as Putnam County; calls for a “high housing cost” adjustment for New York City despite the variety of housing options in the city; and does not capture the actual incomes of different household sizes, instead applying a crude multiplier for larger or smaller households. For all the reasons mentioned above the AMI does not reflect actual household income levels of many households in New York, and would be an inaccurate metric to determine affordable housing for residents in East New York, Cypress Hills, and Ocean Hill. (33)

Response: **Comment noted.**

Comment 3.16: Income eligibility for affordable housing (i.e., local AMI and local preference) should be applied to affordable independent housing for seniors, senior long term care, and supportive housing. The EIS should include an analysis of low-income seniors who currently live in the secondary study area and identify what impacts the Proposed Actions will have on this population. (5)

Response: **Task 3, “Socioeconomic Conditions,” in the DSOW will perform an indirect residential displacement analysis. Pursuant to the *CEQR Technical Manual*, the objective of this indirect displacement analysis is to determine whether the Proposed Actions may introduce a trend or accelerate a trend of changing socioeconomic conditions that may potentially displace a population of renters living in units not projected by rent stabilization, rent control or other governmental regulations restricting rents. The purpose of the detailed assessment is to determine whether the population living within unprotected units may be subject to indirect displacement under the proposed project because impacts are too low to afford increases in rents. This analysis includes the potential for impacts on all population groups subject to potential indirect residential displacement.**

Comment 3.17: DCP should meet with local housing counseling and advocacy organizations and legal services groups, such as CHLDC, Catholic Charities Home Base, Mutual Housing Association of New York, and Brooklyn Legal Services Corporation A to assess current residential displacement trends. Community Board 5 has the highest rate of shelter placements in New York City, <http://data.cccnewyork.org/data/map/30/families-entering-homeless-shelters#30/a/3/53/20/305>, and the City should do everything possible to ensure the rezone does not result in more displacement. (5)

Response: **Comment noted. See Response to Comments 3.1 and 3.16. The assessments of direct and indirect residential displacement will be conducted in accordance with the methodologies presented in the *CEQR Technical Manual*.**

Comment 3.18: The EIS should include a full inventory of existing industrial businesses (including number of firms, number of jobs, and wage levels of those jobs) in any area where the proposed rezoning plan changes a district from manufacturing to residential or to MX zoning (mixed residential/commercial/industrial) to identify which ones are vulnerable to displacement. (5)

Response: In accordance with the DSOW, the EIS will include an analysis of the effects of the Proposed Actions on land use conditions, including proposed changes with respect to manufacturing zoning. In accordance with the Task 3 “Socioeconomic Conditions” section of the DSOW, this chapter will include an assessment of direct and indirect business displacement for all industrial sectors that are present in the study area and effects on specific industries.

Comment 3.19: There are 35 manufacturing businesses and a significant number of other industrial users that would be threatened and displaced under the proposed zoning changes, including long time businesses such as Mrs. Maxwell’s Bakery (est. 1928) and National Metal Enclosures (est. 1940). (5)(19)

Response: As noted in Task 3 “Socioeconomic conditions” of the DSOW, pursuant to *CEQR Technical Manual* guidelines, the EIS analysis of direct business and institutional displacement will estimate the number of employees and the number and types of businesses that would be physically directly displaced by the Proposed Actions on the identified projected development sites. The EIS will also include an analysis of potential indirect business displacement that will identify and characterize conditions and trends in employment and business operations within the proposed rezoning and larger ½-mile secondary study areas and characterize the commercial and industrial markets. Pursuant to CEQR guidelines, the indirect displacement assessment will also identify if the Proposed Actions would markedly increase property values and rents throughout the study area, making it difficult for some categories of businesses to remain in the area. Pursuant to the *CEQR Technical Manual*, appropriate mitigation measures will be identified for any potential significant adverse impacts resulting from the Proposed Actions.

Comment 3.20: According to the 2013 Manufacturing Opportunity Analysis by the Pratt Center for Community Development, 23.7% of the workforce in CHENY is employed in manufacturing jobs compared to 18.4% citywide. The top five industries (Metal, Plastics, Furniture, Apparel, and Food) in East New York/Cypress Hills provide 1,340 jobs with wages ranging from \$661 for apparel and \$1,046 for metal work. Clusters of manufacturing businesses are located between Euclid Avenue and Milford Street on Atlantic Avenue and Liberty Avenue between New Jersey Avenue and Barbey Street, and between Liberty and Glenmore bounded by Shepherd Avenue and Montauk Avenue. These areas must be protected and the EIS must assess the potential displacement of these businesses caused by proposed MX zoning that doesn’t fully protect manufacturing despite the mixed use designation. (5)

Response: Comment noted.

Comment 3.21: The EIS should measure the potential impact that new commercial and commercial overlay zoning districts will have on existing small retail businesses that currently exist in commercial corridors. This should include an analysis of local versus chain business and the potential displacement impact of rezoning actions and the larger commercial footprints that it is likely to create. (5)

Response: As described in the DSOW under Task 3, the Socioeconomic Conditions Chapter of the EIS will include an assessment of direct and indirect business displacement.

Comment 3.22: The EIS should include an analysis of the upward pressures that the Proposed Actions are likely to have on land prices. In particular, the impact on industrial and small business renters should be explored. A vulnerability analysis of small businesses should be conducted and included. (5)

Response: As described in the DSOW, the EIS in Task 3 “Socioeconomic Conditions” will include an assessment of indirect business displacement. Pursuant to *CEQR Technical Manual* guidelines, the objective of the indirect business displacement analysis is to determine whether the Proposed Actions may introduce trends that make it difficult for those businesses that provide products or services essential to the local economy or that are targeted to be preserved in their current locations under adopted public plans to remain in the area. The indirect business displacement analysis seeks to determine whether the Proposed Actions would increase property values and thus rents for certain businesses, and whether relocation opportunities exist for those firms. A vulnerability analysis of small businesses is outside the scope of CEQR.

Comment 3.23: The EIS must evaluate the protection of low income renters in both rent regulated and non-rent regulated housing and the displacement of low income renters from the non-rent regulated small homes. The number of basement apartments should be estimated and the loss of affordable units in the small homes stock should be projected. (5)(23)

Response: See response to Comment 3.2 and 3.7. Estimating the number of basement apartments is outside of the scope of CEQR.

Comment 3.24: The EIS should assess the potential for displacement in multifamily buildings that were developed with public subsidies that are coming to the end of their compliance periods, such as projects exiting their Year 15 LIHTC tax credit period from the City and state programs. Additionally, the EIS should list these projects, their sources of financing, the end date of their compliance period, and HUD, HPD or HCR plans to recapitalize or rehabilitate the projects. Any anticipated new compliance periods or loss of affordable units should also be listed. (5) This assessment should include a full review of existing rent stabilized stock, not just what is currently available but also their "Year 15" date and specific information regarding their willingness and capacity to remain within a rent stabilized program. (11)

Response: Under Task 3 “Socioeconomic Conditions” in the DSOW, pursuant to *CEQR Technical Manual* guidelines, the assessment of indirect residential displacement will determine the amount and general location of protected and unprotected housing units within the rezoning area and within a ½-mile secondary study area. In accordance with CEQR, the data used to provide a housing profile would include Census data, information from agencies owning or operating housing in the area, and field surveys.

Comment 3.25: The EIS should clearly articulate its standard for affordable housing. We strongly recommend that the AMI of CHENY, \$34,249 for Community Board 5, should be the standard for affordability and not city-wide AMI. Additionally, the significant adverse effects that would result from the use of city-wide AMI as opposed to local AMI should be clearly stated in the EIS. (5) (27)

Response: The proposed rezoning will subject most new residential development to a mandatory affordable housing requirements through the application of the Mandatory Inclusionary Housing program. It is projected that at least half of all units developed in the rezoning area would be affordable units. All new housing built under the proposed program will need to be consistent with the city wide program which will require that at least 25% of units be affordable to low income families (at an average of 60% of AMI or below).

Comment 3.26: We urge DCP to consider the systemic effects of its rezoning plan and how it will contribute negatively to the further displacement of Brooklyn residents. There is an undeniable need for fair and affordable housing in this community and it is the Coalition’s fear that the Proposed Actions would further disenfranchise residents who fall at the low end of the socioeconomic spectrum. (5)

Response: See Response to Comment 3.2

Comment 3.27: On Page 28 of the Draft Scope, DCP states the Proposed Actions would not exceed the *CEQR Technical Manual* analysis threshold of 500 displaced residents. However, the Proposed Actions would exceed the threshold of 500 displaced residents because the Proposed Actions do not include a plan to protect residents who are at risk of eviction. (5)

Response: See Response to Comment 3.10.

Comment 3.28: More than 50% of the residents in Community Board 5 are tenants in unregulated apartments. Statistically, rents in Brooklyn have increased by 2.94% from 2014 to 2015 and continue to climb. The Draft Scope makes no mention of safety precautions that must be taken in order to ensure that market rate tenants in CHENY are not being displaced. (5)

Response: This DSOW outlines the technical areas to be analyzed in the EIS for the East New York Rezoning Proposal, including Socioeconomic Conditions, which will include an assessment of indirect residential displacement. Mitigation measures if any will be presented for any identified potential significant adverse impacts.

Comment 3.29: Contrary to the Draft Scope, we believe the Proposed Actions would result in indirect business displacement because the City has no plans to set aside commercial space at discounted rates for local merchants. The EIS should analyze (i) the Proposed Actions' impact on small or family-owned businesses and whether they would be displaced, (ii) the feasibility of relocating any displaced businesses within the neighborhood or in close proximity to the neighborhood and (iii) the trends that the Proposed Actions will create for businesses in East New York. (5)

Response: The DSOW indicates that the Socioeconomic Conditions Chapter of the EIS will assess trends in the study area and their relation to the Proposed Actions, and the Proposed Actions' potential to result in significant adverse direct and indirect business/institutional displacement. Mitigation measures will be presented for any identified potential significant adverse impacts.

Comment 3.30: The EIS should specify any economic opportunities that will be created, in what timeframe, in which sectors, paying what wages, and any skills or degrees that would be required. (5)

Response: In the DSOW under Task 3 "Socioeconomic Conditions," per *CEQR Technical Manual* methodology, the technical analyses of the EIS will be based on the incremental increase in development that would occur when comparing the Future Without the Proposed Actions to the Future With the Proposed Actions for an analysis year of 2030. This provides a measure of how the Proposed Actions would alter current trends or allowable development based on existing zoning and site conditions.

Comment 3.31: In its discussion of Direct Business Displacement, the EIS should also address whether some of the displaced businesses would alter an important part of CHENY's neighborhood character. We urge the City to (i) inventory local businesses, (ii) speak with the community to get an in-depth understanding of its needs and (iii) make commitments not to locate or site competing businesses next to each other in new developments. (5)

Response: In accordance with the *CEQR Technical Manual*, as part of Task 3 "Socioeconomic Conditions" in the DSOW the EIS will analyze the potential for direct business and institutional displacement for the identified projected development sites, which will entail surveying and identifying existing businesses and institutions located on these sites.

Comment 3.32: In its analyses of direct and indirect business and residential displacement, the EIS should widen the scope of its analysis to within a half-mile of the rezoning area because of the far-reaching effects of the Proposed Actions. (5)

Response: In accordance with *CEQR Technical Manual* methodologies, as discussed in the DSOW a project that results in a relatively large increase in population may be expected to affect a larger study area. For projects that would increase the population by more than five percent as compared to the population expected to reside in the ¼-mile study area in the No-Action condition, a ½-mile study area is appropriate. A half mile study area would be appropriate for the Proposed Actions, as the associated RWCDs would result in an incremental (net) increase of 6,970 dwelling units, which would increase the population of the ¼-mile study area by more than five percent as compared to the future without the Proposed Actions.

Comment 3.33: The EIS must clearly articulate whether there will be demolition of existing rent stabilized housing stock. The EIS must include a full accounting of existing housing stock as well as which units are eligible to maintain their rent-stabilized status. (5) We need to prevent displacement and the demolition of existing rent-stabilized housing stock. The Draft Scope says almost nothing about the demolition of rent-stabilized stock yet the potential for this type of demolition is extremely high. (11) The threat of demolition of rent stabilized buildings must be examined and prohibited through zoning in the Plan. Such demolition and loss of rent stabilized units occurred after both the North Park Slope and South Park Slope Rezones. (23)

Response: As part of Task 3 “Socioeconomic Conditions” in the DSOW, pursuant to *CEQR Technical Manual* methodologies, the impact analyses will disclose population and housing characteristics and provide estimates of the number and types of housing units subject to rent protection, including those units controlled by rent stabilization in the proposed rezoning area and larger secondary study area. As noted above in response to Comment 3.4, in accordance with *CEQR Technical Manual* guidelines, the assessment of direct residential displacement considers those residential units and associated residents that would be physically displaced from the projected development sites, identified as part of the RWCDs.

Comment 3.34: Pratt Center is concerned that the study methodology will understate the risk that industrial businesses will be displaced, and that the well-paying jobs of the workers they now employ will be lost. (9)

Response: As detailed in the DSOW, the assessment of Socioeconomic Conditions follows the guidelines of the *CEQR Technical Manual* and will include assessment of direct and indirect business displacement and effects on specific industries.

Comment 3.35: Especially concerned that DCP is proposing to replace significant areas of now industrially-zoned land with MX, which it states will promote a mix of industrial, commercial, and residential uses. The actual experience with MX zones throughout the city since such districts were first mapped in 1997 demonstrates that MX has in fact promoted a transition from industrial to residential and commercial use, and has consistently failed to promote a real mix of uses or to preserve land for manufacturing. (9)

Response: Comment noted. See Response to Comment 3.18.

Comment 3.36: We have examined MX zones mapped throughout the city. The overwhelming majority of these rezonings – 13 of the 14 such districts mapped - have resulted in a loss of industrial land. The speed and extent of loss varies, both with the strength of local markets and with the economic cycle, but it has occurred in all parts of the city. In the 14 MX districts mapped in NYC, a total 41% of industrial land - over 4.2 million square feet – was lost by 2014. Residential lot square footage, including mixed residential and commercial land use, increased by 71%. (9)

Response: Comment noted.

Comment 3.37: This study must realistically assess the likely impacts of rezoning industrial land to MX, and consider alternatives that would eliminate or mitigate them. If MX zoning as currently defined is mapped in East New York, it is highly likely:

- Areas rezoned to MX will experience displacement of manufacturing due to the ability of MX-zoned land to attract users bringing in a higher rent;
- MX will also encourage real estate speculation and open the opportunity to convert the land to residential uses, especially near transit nodes like Broadway Junction;
- There are a significant number of manufacturing and industrial users along Atlantic and Liberty Ave that would be threatened and displaced under the proposed zoning changes. These are businesses that have survived the contraction of the sector and are strongly competitive because they produce products for which there is a strong local market in NYC. The biggest threat to their continuing survival and growth is the lack of stable and affordable space. (9)

Response: **Comment noted. See Response to Comment 3.18.**

Comment 3.38: An assessment of the cumulative impacts of the loss of industrial jobs resulting from the anticipated rezoning proposals within 14 NYC communities should be conducted. We are also concerned that the City has expressed its intent to rezone industrial land in other neighborhoods for mixed or residential use. This will mean that businesses displaced from East New York will be unable to find land in other neighborhoods to which they can afford to relocate – so that the cumulative impact on the entire manufacturing sector, and its workers, will be even greater than the sum of impacts of individual rezonings would suggest. We call upon DCP to examine the cumulative impact of all rezoning of industrial land that it contemplates under the Mayor's Affordable Housing plan. (9)

Response: **Comment noted. This issue is outside the CEQR scope of the East New York Rezoning Proposal.**

Comment 3.39: Displacement of industrial businesses will result in the loss of living wage jobs those businesses now provide, and their replacement by poorly paid, often part time retail and service work. The EIS should realistically project not only the total number of jobs that are likely to be lost to displacement and gained through new development, but analyze the quality of those jobs and the impact of lost wages and opportunities for local residents. (9)

The impact of good jobs vs. low-wage jobs should be studied, comparing jobs in the construction, maintenance, cleaning, and other industries. (25)

Response: **As discussed in the DSOW in Task 3 "Socioeconomic Conditions", pursuant to *CEQR Technical Manual* guidelines, the EIS will identify the number and types of jobs that could potentially be physically displaced from the projected development sites, identified as part of the RWCDs. This EIS will also estimate the number and types jobs that would be created as a result of the Proposed Actions and associated RWCDs. An analysis of the quality of jobs is outside the scope of CEQR.**

Comment 3.40: The EIS needs to include an analysis of rent-stabilized businesses, regardless of occupancy status. (11)

Response: **Pursuant to *CEQR Technical Manual* guidelines, as disclosed in the DSOW, the Socioeconomic Conditions Chapter of the EIS will assess the potential for direct and indirect business displacement.**

Comment 3.41: This assessment should also include specific details on NYCHA housing on Pitkin Avenue, located in the rezone area. NYCHA's Fiorentino Plaza is a cluster of very old public housing with numerous repair issues. There are many other older buildings in the rezone area that are in rent stabilized programs, and other newer ones that are approaching "Year 15" status. (11)

Response: **Task 3 “Socioeconomic Conditions” in the DSOW, and consistent with *CEQR Technical Manual* methodologies, the impact analysis for housing and population will determine the amount and general location of protected housing units, such as NYCHA developments and other subsidized housing, as well as unprotected housing units within the study area.**

Comment 3.42: Rents and real estate prices are already increasing, and real estate speculation has already begun in the rezoning area in anticipation of the rezoning. Rental, home purchase and land costs are on the rise in the re-zone and greater East New York area and recent sales and rental trends should be documented as part of the EIS. The consultants should meet with local housing counseling/advocacy organizations and others such as Catholic Charities Home Base and Mutual Housing Association of New York to assess trends. (23)

Response: **Pursuant to *CEQR Technical Manual* guidelines and the DSOW, the Socioeconomic Conditions Chapter of the EIS will research and document residential sales and rental trends in the rezoning area and greater East New York area, which will entail conversations with local real estate brokers as well as local housing groups.**

Comment 3.43: Disagree with DCP's conclusion on page 31 of the Draft Scope: "An assessment of the indirect business displacement due to market saturation is not warranted." We feel the potential for the displacement of small businesses on Fulton Street, Pitkin Avenue, Liberty Avenue and Atlantic Avenue are high. We urge that each of these commercial corridors are analyzed in-depth as to the number of small businesses on each, the types of businesses and service establishments, whether local merchants own their buildings or have long-term leases. We think the majority of these small businesses do not own their properties and would be extremely vulnerable to their owners selling to speculators. Without the plan providing specific projections on the types and nature of the new retail to be constructed, how can DCP make the statement that the Proposed Actions are not expected to draw a substantial amount of sales from existing businesses? (15)(23)

Response: **The *CEQR Technical Manual* requires an assessment of market saturation when a project is expected to add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets. As disclosed in the DSOW, the Proposed Actions and associated RWCDS are expected to introduce up to approximately 692,350 sf of retail uses as compared to the No-Action condition. This retail space would not be concentrated on a single site, but would be distributed among the 80 projected development sites in the 0.75-square mile rezoning area, and is expected to largely consist of local-serving retail. According to the *CEQR Technical Manual*, projects resulting in less than 200,000 sf of regional-serving retail in the study area, or less than 200,000 sf of locally-serving or regional-serving retail on a single development site would not typically result in socioeconomic impacts. Therefore, the Proposed Actions would not exceed the *CEQR Technical Manual* threshold for assessment. As described in the DSOW, the Socioeconomics Chapter of the EIS will include an assessment of indirect business displacement. Mitigation measures will be explored if the Proposed Actions result in significant adverse impacts.**

Comment 3.44: The city has projected that the proposed rezoning would displace auto-related space and our community would lose 100 jobs. If these jobs are lost, with nothing in place to ensure they are replaced with good jobs, we will likely see increased unemployment or low-wage service jobs that would hurt this community. If the city puts requirements in place for local hire and family-sustaining wages, we would see a remarkable benefit for this community. (25)

Response: **Comment noted. See Response to Comment 3.22.**

Comment 3.45: The impact of the rezone on the primarily Latino and African American, low and moderate income residents of the community should be assessed in your analysis. (27)

Response: See Responses to Comments 3.16 and 3.49.

Comment 3.46: The [Broadway Triangle] lawsuit revealed a number of glaring and systemic civil rights deficiencies by the City when it rezones or develops housing. At the time, it was not the City's practice to conduct studies of the segregative impact of their rezonings. Senior HPD officials testified that the agency had never collected data for any analysis of fair housing impediments in the affordable housing context. It is critical that these failures, uncovered through the lessons of Broadway Triangle, be addressed in the EIS. (5)

Response: See Response to Comment 1.43.

Comment 3.48: I am anti-displacement, including business displacement. How will the development of residential uses along Atlantic Ave and other corridors impact existing manufacturing businesses? (8)
Concerned about displacement and its effect on the community. (16)(27)

Response: Task 3 "Socioeconomic Conditions" in the DSOW, pursuant to the *CEQR Technical Manual*, the EIS will evaluate direct and indirect displacement impacts on residential, commercial and industrial activities. In accordance with CEQR, mitigation measures will be explored for any identified potential significant adverse impacts identified in the EIS.

Comment 3.49: The mentally ill need to be considered. A center for the mentally ill recently closed and its former residents/patients are now living in the neighborhood. The needs of seniors and the mentally ill (supportive housing) need to be considered. Where will these populations go, and how will their needs be met? (29)

Response: Refer the response to Comment 3.16. The EIS will examine the potential for indirect residential impacts on all segments of the population that are potentially vulnerable to displacement.

Comment 3.50: We need affordable that's affordable for East New York. The EIS needs to research what is affordable for current residents, including working class residents, seniors, homeless, and those returning from prisons. (20)

Response: See Responses to Comment 3.16 and 3.49.

Comment 3.51: The Draft Scope does not describe how it will analyze the needs of residents who are living well below the poverty line and who are more likely to be displaced. If DCP does not analyze the systematic effects of poverty and displacement in this community in the EIS, it is further marginalizing our community. (5)

Response: Comment noted. Refer to responses to Comments 3.2, 3.7, 3.11 and 3.16. The analysis of indirect residential displacement will be conducted in accordance with *CEQR Technical Manual* methodologies. As part of Task 3 in the DSOW, Socioeconomic Conditions chapter of the EIS will characterize existing conditions of residents and housing in order to identify populations that may be vulnerable to displacement, assess current and future socioeconomic trends in the area that may affect these populations and examine the effects of the Proposed Actions on prevailing socioeconomic trends and thus, impacts on the populations that could be subject to displacement. The EIS will utilize data from the Census, and American Community Survey to characterize the economic status of the existing population including income levels, median and mean household income, income distribution, and portion of individuals living below poverty level.

Comment 3.52: The EIS should analyze the Proposed Actions' impact on diversity in CHENY as a result of residential and business displacement. (5)

Response: **This matter is outside the scope of CEQR.**

Comment 3.53: The Proposed Actions' impact on Fulton Street, Atlantic Avenue and Pitkin Avenue, which are an important part of the East New York community, should be fully addressed. (5)

Response: **As part of the DSOW Task 3, in accordance with the *CEQR Technical Manual*, the Socioeconomic Conditions Chapter of the EIS will include an assessment of direct and indirect business displacement as a result of the Proposed Actions and associated RWCDs.**

Comment 3.54: The EIS should address the impact of residential encroachment on the auto shops, iron workers and manufacturers on Atlantic and Liberty Avenue. (5)

Response: **As described in the DSOW, in accordance with the *CEQR Technical Manual*, the Socioeconomic Conditions Chapter of the EIS will include an assessment of the Proposed Actions' effect on specific industries as a result of the Proposed Actions and associated RWCDs.**

Comment 3.55: The EIS should describe how the Park Slope, Atlantic Yards and the Williamsburg waterfront rezonings resulted in gentrification and how the Proposed Actions will prevent and remediate a similar gentrification and displacement in CHENY. Concerned that the rezoning of East New York as planned will only exacerbate the gentrification trend. The Proposed Actions must be examined in the context of market changes throughout Brooklyn, and the wave of gentrification facing our neighborhood from adjacent communities. (5)(23)

Response: **As disclosed in Task 3 "Socioeconomic Conditions" in the DSOW, in accordance with *CEQR Technical Manual* methodologies, the assessment of indirect residential displacement in the EIS will examine the effects of the Proposed Actions and associated RWCDs on prevailing socioeconomic trends. The Socioeconomics Chapter will examine market conditions within the study area, as well as provide a comparative analysis of the area with the borough and New York City as a whole.**

Comment 3.56: ENY has absorbed manufacturing firms displaced from LIC, Williamsburg, and the Brooklyn Navy Yard. Will there be any mechanisms for preserving these manufacturing jobs? The EIS needs to analyze the effect on this existing manufacturing employment, and how loss of employment could then, in turn, lead to not being able to afford a home. (8)

Response: **As stated above, and included in the DSOW as part of Task 3 "Socioeconomic Conditions" the EIS will include an analysis of the potential impacts for both direct and indirect business displacement in all economic sectors. It will also examine existing market trends in the area, borough and New York City as a whole. See Responses to Comments 1.22 and 1.47.**

Comment 50: Will already existing businesses have the opportunity and economic resources to remain, grow and expand their business right here in East New York? (14)

Response: **As noted in Task 3 "Socioeconomic Conditions" in the DSOW, pursuant to *CEQR Technical Manual* guidelines, the EIS will assess the Proposed Actions' effect on direct and indirect business displacement. This will include a determination of whether the Proposed Actions would markedly increase property values and rents throughout the study area, thereby making it difficult for some categories of businesses to remain in the area, and will identify the type of businesses and institutional uses located within the proposed rezoning area and surrounding ½-mile secondary study area.**

4. Community Facilities and Services

Comment 4.1: Future with-action projections should be based on expanded number of sites and revised assumptions for household size and should assume less community facility space is developed [see comments 1.9, through 1.15, 1.18 and 1.19]. (1)

Response: See Responses to Comments 1.9, through 1.15, 1.18 and 1.19

Comment 4.2: With the increase in residential population, the need for an adequate number of school seats must be met. (1) Sufficient schools need to be provided. (18)

Response: As fully disclosed under Task 4 “Community Facilities” in FSOW and in accordance with CEQR Technical Manual guidelines, the EIS will analyze the effects of the Proposed Actions on the availability of school seats in the study area, and mitigation measures to address any resultant shortfalls would be provided.

Comment 4.3: According to the Department of Education, the area is currently served by adequate levels of seats for UPK. The addition of more residents and families to the community will likely fill these seats. The analysis should determine whether UPK seats will remain at adequate levels. (1)

Response: As part of Task 4 “Community Facilities” and updated as part of the FSOW, in accordance with CEQR Technical Manual guidelines, the EIS will analyze the effects of the Proposed Actions on the availability of publicly funded day care slots and public elementary schools in the study area, and potential mitigation measures to address any resultant shortfalls would be provided.

Comment 4.4: Conditions that would exist in the No-Action condition for high school analysis should identify projected development at Gateway Estates. (1)

Response: As discussed in the DSOW under Task 4 “Community Facilities,” in accordance with CEQR Technical Manual guidelines, the analysis of high schools will include an assessment of No-Action conditions, which takes into consideration projected changes in future enrollments, including those associated with other developments in the affected sub-districts, using the School Construction Authority’s (SCA’s) Projected New Housing Starts as per CEQR Technical Manual guidelines.

Comment 4.5: Details pertaining to existing child care centers and libraries should note whether the location is city-owned or leased (including the number of years remaining on the lease), year and extent of capital improvements and available floor area. The potential effects resulting from the Proposed Actions should consider potential for direct displacement due to lease terms that do not extend beyond the Build Year of 2030 as well as potential for site redevelopment due to the extent of available floor area. (1)

Response: These matters are outside the scope of CEQR. As the Proposed Actions would not directly displace any existing community facilities (as defined in the CEQR Technical Manual), an analysis of direct effects is not required.

Comment 4.6: While not all schools in School District 19 are overcrowded, they are all underfunded, with many facilities in poor condition. The November 2014 School Construction Authority (SCA) Capital Plan does not include any plans for increased capacity in School District 19 during the scope of the plan (Fiscal Years 2015 – 2019). The anticipated influx of so many new students (almost 7,000 new residential units are projected in the scope) will require capital investment so that facilities can handle the additional burden. More than 630 students at East New York Family Academy, PS 290, PS 214, PS 202, IS 302, PS 7, and PS 159 are currently being taught in trailers instead of permanent classrooms. SCA must make these schools a priority in their overall plan to remove trailers. (3)

Response: Comment noted. Also see response to comment 4.2 above.

Comment 4.7: It is not clear that the November 2014 Capital Plan provides for necessary improvements to some district schools. The DOE and SCA need to work together to ensure that the students who attend school in this district today are provided the tools and facilities they deserve before we can plan for the addition of students into the district. (3)

Response: Comment noted.

Comment 4.8: It is clear that the schools in my district are in need of substantial investment for electrical and technology upgrades. More information on current school-related capital needs would be very useful in order to help inform funding decisions. Additionally, the creation of a detailed catalogue of those needs in the DEIS would be very valuable. (3)

Response: This issue is outside the scope of CEQR.

Comment 4.9: At present there are two libraries in proximity to the study area: Arlington Library, located at Arlington Avenue and Warwick Street in Cypress Hills, just north of the study area; and Cypress Hills Library, located at Sutter Avenue and Crystal Street, just south of the study area. It would be useful to know more about the current capacity of these libraries (how many do they serve now, what resources are needed to better reach their goals) so that we can ensure the libraries are able to continue to serve the community as it grows. (3)

Response: As detailed in Task 4 “Community Facilities” in the DSOW, in accordance with *CEQR Technical Manual* guidelines, the analysis of libraries will include information regarding services provided by branch(es) within the study area, including holdings and other relevant existing conditions. Information on the libraries’ resource needs is outside the scope of CEQR.

Comment 4.10: The Coalition urges DCP to include an analysis of current school utilization in the EIS that follows the “Target Calculation Method” of the NYC Department of Education’s and School Construction Authority’s methodology as outlined in http://www.nycsca.org/Community/CapitalPlanManagementReportsData/Enrollment/2013-14_CC_K.pdf, as opposed to the “Historical Calculation Method.” (5)

Response: As added in the FSOW for Task 4 “Community facilities”, in accordance with *CEQR Technical Manual* guidelines, schools analyses always utilize the target calculation method, which is used by the DOE for capital planning purposes. The Final Scope of Work has been updated to reflect this information.

Comment 4.11: We believe the enrollment and utilization data should be broken out by all of the various subareas of Community School District 19. (5)

Response: As detailed in the DSOW, in accordance with CEQR guidelines, the study area for the analysis of elementary and intermediate schools encompasses the school districts’ “sub-district” in which the project is located. As the rezoning area encompasses parts of Community School District (CSD) 19, Sub-districts 1 and 2 and CSD 23, Sub-districts 1 and 2, the elementary and intermediate school analyses will be conducted separately for each of these four sub-districts. The analysis of high schools is conducted on a borough-wide basis, per CEQR guidelines, because high school students may attend any high school in the City if they meet the admissions criteria, and high schools compete to attract students on the basis of specialized programs and overall reputation. Consequently, high school capacity assessments are not performed for small, localized study areas.

Comment 4.12: The housing projections of the School Construction Authority in <http://www.nycsca.org/Community/CapitalPlanManagementReportsData/Housing/2012-21HousingWebChart.pdf> are inaccurate. The SCA is predicting 2,463 units of housing in CSD#19 through 2021 which clearly does not reflect the 7,520 units of the Proposed Actions. We encourage DCP to obtain the latest available projections from the NYC Department of Housing Preservation and Development for projects already in the pipeline and unit projections for sites yet to be designated through competitive RFP processes. Data from the NYC Department of Buildings also needs to be collected and analyzed as there are market rate developments occurring in the community now. (5)

Response: **As added in the FSOW to Task 4 “Community Facilities,” the SCA housing projections reflect all projects that are either in process or scheduled to be constructed over the next five or ten years and are based on information provided by DCP, DOB, and HPD. In accordance with CEQR Technical Manual guidelines, these projections are used for the No-Action assessment. In accordance with the CEQR Technical Manual, the incremental students introduced by the Proposed Actions under the RWCDs are added to the No-Action enrollment to assess future With-Action conditions. Also, see response to Comment 4.4.**

Comment 4.13: The Public School utilization analysis needs to be informed by the plans of the NYC Department of Education’s Portfolio Planning division regarding new schools to be sited in CSD 19 school buildings. Further, growth patterns of schools that has started up in the last 5 years as well as the opinions of the Community District Superintendent, local Community Education Council, community education activists and social service and health providers operating in school buildings should be taken into account. (5)

Response: **As noted in the DSOW, plans to alter school capacity, either through administrative actions on the part of the DOE or as a result of construction of new school space prior to the 2030 analysis year, will be identified and incorporated into the schools analyses. Planned new capacity projects from the DOE’s 2015-2019 Five Year Capital Plan will not be included in the quantitative analysis unless the projects have commenced site preparation and/or construction. The matters presented in the second half of the comment are outside the scope of CEQR.**

Comment 4.14: Space calculations must account for space needed by neighborhood anchors such as the Cypress Hills/East New York Beacon at IS 302, the East New York and Diagnostic Treatment Center school-based clinic at IS 302, the Middle School Student Success Center at IS 171, the Long Island Jewish Hospital School Based Health Clinic on the Lane campus and the Student Success Center on the Lane campus. These are valued neighborhood anchors that address the holistic needs of the students and their families. There are four Community Schools in the two CSD#19 subareas at PS 158, and three of the Lane Campus high schools at Brooklyn Lab, Cypress Hills Collegiate Prep and Multicultural High School. A premise of the Community School model is that public schools are co-locating services in their buildings to meet the health, mental health, and social/emotional needs of students. (5)

Response: **This issue is outside the scope of CEQR.**

Comment 4.15: The EIS should include the number of new school seats that will be needed, at what levels (elementary, middle and high schools) and the timetable for distributing those seats, giving priority to the sections of the community where schools are already overcrowded. (5)

Response: **As updated to the FSOW as part of Task 4 “Community Facilities, if school impacts are identified, mitigation will be developed in consultation with the SCA and DOE. The timing for when impacts will occur will also be provided, The Final Scope of Work has been updated to reflect this information.**

Comment 4.16: A rough analysis of publicly available data for the impacted schools in the rezone area was drafted by the Coalition and is attached hereto as Annex A. This analysis shows that that the limited capacity available this year in public schools in CHENY will be utilized in the next 5 years as new alternative and charter schools increase their enrollment within the campus buildings at IS 171, IS 302 and PS 345. If the Proposed Actions produce 7,520 new housing units and attract 22,414 people (at 3 persons per unit), there will be a need for 4,281 new school seats, using current age distributions of Community Board 5. (5)

Response: **Comment noted. As detailed in the DSOW, the EIS will include a detailed analysis of the Proposed Actions' effects on public schools, in accordance with CEQR Technical Manual guidelines. The analysis will disclose the effects of the Proposed Actions on the availability of school seats in the study area, and provide mitigation measures to address any resultant shortfalls.**

Comment 4.17: The EIS should address eliminating the use of transportable units at PS 7, IS 302, PS214 and PS159. A projection of the number of additional seats needed to eliminate transportable classrooms should be included in the EIS. (5)

Response: **In accordance with CEQR Technical Manual guidelines, the capacity of transportable classrooms, mini-schools, and annexes will not be included in the EIS's future conditions analyses. The FSOV has been updated to reflect this information.**

Comment 4.18: In addition to an inventory of the Administration for Children's Services ("ACS") child care centers within a two mile radius of the rezone area and an analysis of ACS's capacity and enrollment data, the EIS should include a survey of ACS's waiting lists to assess current unmet demand. (5)

Response: **This issue is outside the scope of CEQR.**

Comment 4.19: There is already a need to expand early childhood education and care for infants, toddlers and pre-school children in the re-zone area as documented by the Cypress Hills Promise Neighborhood planning process, which DCP should address. A research firm called ThinkBrooklyn assisted in the planning process and found that there are just 1.5 infant/toddler daycare seats available per 100 children ages three and under in the area, 28 Universal Pre-Kindergarten (UPK) program seats available per 100 children age four and under, and 48.7 preschool group day care seats available per 100 children ages three to four. Given this shortage, it is not surprising that providers maintain waiting lists of families who want to enroll their children in local programs. We urge DCP to consider the results of the Cypress Hills Promise Neighborhood plan in the scope. (5)(24)

Response: **Comment noted. As discussed in the response to comment 4.3 above, in accordance with CEQR Technical Manual guidelines, the DEIS will analyze the effects of the Proposed Actions on the availability of publicly funded day care slots in the study area, and mitigation measures to address any resultant shortfalls would be provided.**

Comment 4.20: The EAS determined that the proposed project's impacts to Fire and Police Protection do not warrant additional assessments. Both Engine 236 and Engine 332/Ladder 175 are located directly adjacent to proposed development sites within the rezoning area. The development of these sites would potentially physically impact these fire stations during construction. FDNY should conduct its own assessment, in coordination with the CEQR analysis, to determine the impact of the Proposed Actions on its facilities and constituents as described in the CEQR Technical Manual. Additionally, while the project would not introduce a sizeable new neighborhood, the Proposed Actions would potentially bring an estimated 24,455 residents and workers to the proposed rezoning area. In consultation with FDNY, the EIS should assess potential indirect impacts to fire protection services. (5)

Response: In accordance with *CEQR Technical Manual* guidelines, the DEIS construction analysis will include an assessment of whether construction of the proposed development sites identified under the RWDCS would potentially physically impact, or inhibit access to, adjacent land uses, including community facilities. Task 19 “Construction Impacts” of the FSOB has been updated to reflect this information. In accordance with *CEQR Technical Guidelines*, an assessment of potential indirect impacts to fire protection is warranted when a proposed project would create a sizeable new neighborhood where none existed before. As this is not the case for the Proposed Actions, a detailed indirect impact analysis is not warranted in accordance with CEQR.

Comment 4.21: The EIS must also address the need for police protection services in Community Board 5. The 75th Police Precinct covers one of the largest geographic areas in New York City, including Starrett City and eight NYCHA developments. In consultation with the NYPD, the EIS should assess what additional NYPD patrols, personnel and facilities will be needed to serve the additional population. (5)(12)

Response: In accordance with *CEQR Technical Guidelines*, an assessment of potential indirect impacts to police protection is warranted when a proposed project would create a sizeable new neighborhood where none existed before. As this is not the case for the Proposed Actions disclosed in the DSOW, a detailed indirect impact analysis is not warranted in accordance with CEQR.

Comment 4.22: Given the 75th NYPD precinct large jurisdiction, response times for emergencies in Highland Park must be assessed given the increased demand for emergency services generated by the estimated 20,763 new residents in the community. (5)

Response: This issue is outside the scope of CEQR.

Comment 4.23: This community is already in dire need of support for our schools and upzoning will create an immediate strain to our school district. New York City, in the recent past in the Brooklyn Bridge Park area, has not been able to absorb quick population change in local school districts. We request a plan outlining an increase of support to the district 23 public schools to bring the schools up to the standard of the charter schools and to accommodate the influx of new residents to the area. (19)

Response: See response to comments 4.2 and 4.16, above. In accordance with *CEQR Technical Manual* guidelines, charter schools, including charter schools housed in DOE buildings, will not be included in the impact analysis.

Comment 4.24: We request a plan outlining the renovation of the Brownsville Library branch on Glenmore. This library has been a budget line item for renovation since 2009. Renovation must occur before development of additional residential housing on East New York Avenue. (19)

Response: This issue is outside the scope of CEQR.

Comment 4.25: Due to the community’s health vulnerabilities, health clinics throughout the community provide a vital service to community members and their health needs. In addition, the EIS should evaluate whether Medisys Health Center and the East New York Diagnostic and Treatment Center would be displaced by the Proposed Actions. (5)

Response: As the Proposed Actions, found in the DSOW, would not directly displace any existing community facilities (as defined in the *CEQR Technical Manual*), an analysis of direct effects is not required.

Comment 4.26: The EIS also needs to analyze fire and EMS services and propose mitigation. (12)

Response: See response to comment 4.20.

Comment 4.27: The neighborhood lacks a central library and university research centers. Increased population requires more educational facilities. (14)

Response: Comment noted.

Comment 4.28: It is not clear to me whether the CEQR methodology requires this study but I nonetheless urge the lead agency to study facilities that would provide recreational and educational opportunities for children and young adults outside of school. The Community Board has stated the need for recreational programs that are open past 10pm in order to keep youth from getting into trouble late at night. Safety in the neighborhood is an overriding concern, and I want to make sure our community has the facilities necessary to meet the need of current residents. A careful examination of the existing capacity of community facilities and recreation centers will help to inform our understanding of the current need and the predicted impact of additional residents on these resources. (3)

Response: This matter is outside the scope of CEQR.

Comment 4.29: Residents have repeatedly voiced the need for a community center in CHENY. In the Verde Survey, the top three responses to the question regarding desired community facilities were: playgrounds, athletic facilities and a community center. There is a need for new and expanded community facility space in CHENY and the EIS should assess the quality of the present community centers and the need for additional centers. (5) This portion of the community does not have a community center. A community center should be incorporated into this plan to accommodate social services such as afterschool programs as well as recreational activities for the residents. (19)

Response: Task 4 “Community Facilities and Services” was written according to the *CEQR Technical Manual*. As stated in the *CEQR Technical Manual*, the community facilities (or resources) that may be addressed in environmental assessments include public schools, libraries, child care centers, health care facilities, fire protection, police protection, and/or “other community facilities.” The *CEQR Technical Manual* defines other community facilities as homeless shelters, jails, community centers, colleges and universities, or religious and cultural facilities. As stated in the *CEQR Technical Manual*, these “other community facilities” are analyzed only if the facility itself is the subject of the proposed project or would be physically displaced or altered by the project. As the Proposed Actions would not displace any of these other community facility uses, as defined in the *CEQR Technical Manual*, an analysis of other community facilities, including community centers, is not required.

Comment 4.30: Current community center facilities, including the North Brooklyn YMCA on Jamaica Avenue and Highland Place and the PAL Center on Pennsylvania and Liberty Avenues, are over 80 years old and are limited in the ability to serve the health and wellness needs of the community. The YMCA's current facilities have been in use since 1926 and serve over 20,000 people a year. In order to maintain and increase its services for the next generation of CHENY residents, the YMCA will need a new facility in the area of 60,000 square feet with parking, fitness program, social services and multipurpose space amenities. The PAL Center (which houses Community Board 5 and a Youth Court run by the George Walker Jr. Community Coalition) also needs capital and expense investments. The interior of the center is in a state of disrepair. The NYPD is scheduled to leave the center next month and no future plans for the use of the center have been announced. (5)

Response: See response to Comment 17, above.

Comment 4.31: We need more community centers for youth and families—places to learn a trade. Additional training will allow residents to connect with employment. These training centers could connect with existing job training organizations in the area. (20)

Response: **Comment noted. Also, see response to Comment 17.**

Comment 4.32: Will there be a central public library accessible for all residents of East New York? (14)

Response: **The Proposed Actions disclosed in the DSOW, does not include any changes to the Brooklyn Public Library (BPL). The six existing BPL branches within a ¼-mile radius of the rezoning area will remain in the future with and without the proposed Actions. As outlined in the DSOW, an analysis of the Proposed Actions indirect effects on public library services will be provided in the EIS (see response to Comment 4.9)**

5. Open Space

Comment 5.1: Future with-action projections should be based on expanded number of sites and revised assumptions for household size [see comment 1.15 and 1.19]. (1)

Response: **Refer to response to comment 1.15 and 1.19**

Comment 5.2: I want to see more open space in the district, but attention must be paid to improving our community spaces—like our schools and recreation centers—which are vital to a healthy neighborhood, and all too often pushed aside when dollars run short. (3) Want to see more/better parks for the kids. (13)

Response: **As part of the East New York Community Plan, the City will make investments in parks and community facilities in the neighborhood.**

Comment 5.3: East New York's open space has suffered a long history of neglect. While Central Park and Prospect Park have prospered as a result of parks conservancies, Highland Park is in need of basic care and attention. A January 2, 2014 inspection performed by the Parks Department revealed the park to be in 'unacceptable' condition, with unacceptable levels of graffiti and unacceptable condition of lawns and paved surfaces. Both Highland Park and Cityline Park present a tremendous opportunity to make a significant investment in people's lives. (3)

Response: **See response to Comment 5.2.**

Comment 5.4: Sustainable Communities called for the creation of public open space in the vicinity of transit nodes, but we have heard little about specific plans to do so. The scope of work acknowledges that increased residential density will trigger an increased demand for open space. What capital dollars will be spent on public open space, and where will they go? (3)

Response: **This issue is outside the scope of CEQR.**

Comment 5.5: The Community Board would like for parks that have unfinished portions, such as Lions Park, to be made usable by keeping the grass cut and by paving or graveling unfinished portions. The Community Board has identified the need for a soccer field in the northern portion of the District to serve the many youth in the area, and feels that park signage in the area may be inadequate, particularly in terms of operating hours. (3)

Response: **Comment noted.**

Comment 5.6: In your analysis I urge you to go beyond simply quantifying the proximity and square footage of parks, but to make the EIS a real planning tool by qualitatively documenting the conditions and the needs of the area parks. (3)

Response: **As added into the FSOW for Task 5 “Open Space,” the open space analysis in the EIS will include an inventory of all existing open spaces within the ¼-mile and ½-mile open space study areas, which will describe the condition and usage of existing facilities.**

Comment 5.7: A high open space ratio for a community means very little if the open space is of poor quality, hard to get to, or closed because of security concerns. Given the long history of neglect, local residents have created community gardens on abandoned lots. Is there a strategy to invest and improve these community resources? (3)

Response: **This issue is outside the scope of CEQR.**

Comment 5.8: The Sustainable Communities plan identified the Callahan Kelly Playground, located above the Broadway Junction subway station just west of Van Sinderen Avenue, as a site that needs to be better utilized via new entrances from the station and the surrounding neighborhood. Additionally, the plan calls for public open space on Pitkin Avenue by the Euclid Avenue subway station, as well as a pedestrian plaza on Fulton Street at Norwood Avenue. What is the status of these ideas? When will we start to see these ideas translated into action? (3)

Response: **This issue is outside the scope of CEQR.**

Comment 5.9: Green and open space, as well as active community gardens, should be analyzed in the EIS. (5)

Response: **As revised into Task 5 “Open Space” in the FSOW, the open space analysis in the EIS will include an inventory of all existing open spaces within the ¼-mile and ½-mile open space study areas, including community gardens. However, in accordance with CEQR guidelines, most community gardens will conservatively not be included in the quantitative analysis, but would be discussed qualitatively.**

Comment 5.10: School playgrounds are an important resource for open space and recreation in the rezone area. The condition of these playgrounds and the community’s access to them should be included in the scope. For instance, the IS 302 basketball courts are in disrepair. (5)

Response: **See response to comment 5.6 above.**

Comment 5.11: The EAS found that the Proposed Actions could result in potentially significant impacts to open space. Because it is not clear from the outset that the project would affect a particular type of open space or particular age group, the detailed open space analysis described in the Draft Scope should be performed in accordance with all of the procedures specified and outlined in the CEQR Technical Manual. These procedures include at least two field visits, at least one of which is at peak hour of use and in good weather. Information regarding the appropriate timing of a field visit should be obtained through conversations with community groups and facility operators. Please include the names of the community groups and facility operators that will be consulted. (5)

Response: **In accordance with CEQR Technical Manual guidelines, and in consultation with the lead agency, DCP, field surveys of the ¼-mile and ½-mile study area open space resources will be conducted during peak hours of use and in good weather. Passively programmed open space will be visited during peak weekday midday hours and actively programmed open space (or actively programmed portions of open spaces that have both passive and active open space resources) will be visited during both weekday midday hours and peak weekend hours. Task 5 “Open Space” of the FSOW has been updated to reflect this information.**

Comment 5.12: During DCP workshops, Highland Park has been touted as a great community asset and resource. The community, however, has stated that Highland Park's gang activity and location serves as a barrier that prevents the community from fully enjoying the park. The EIS must include an assessment of Highland Park that includes site visits during multiple times of the day and especially at night. (5)

Response: As part of the DSOW for Task 5 "Open Space" as stated in the *CEQR Technical Manual*, the purpose of the indirect open space impact analysis is to determine whether a proposed project or action would overtax the capacity of existing open spaces such that their service to the future population of the affected area would be substantially or noticeably diminished. The quantitative analysis is based on open space ratios, which indicate the acres of open space in the study area(s) per 1,000 residents and/or non-residents. Impacts are determined based on quantitative and qualitative considerations; qualitative considerations include the existing open space capacity and utilization. In accordance with *CEQR Technical Manual* guidelines, field surveys of the study area open space resources will be conducted during peak hours of use and in good weather (see response to Comment 5.11, above). Field surveys during peak hours will indicate a "worst-case" peak utilization, as compared to site visits at night, when utilization would be lower, and therefore provides for a more conservative assessment.

Comment 5.13: In the EIS, DCP must address that the community's ratio of residents to open space is skewed by the 101 acres that comprise Highland Park. Therefore, the current ratio does not fully represent the conditions on the ground. The EIS must include an accurate ratio of residents to open space in CHENY and analyze mitigations of how the projected 20,763 new residents in the community would affect this ratio for new open spaces and parks. (5)

Response: As presented in the DSOW, the quantitative open space analysis would only include those portions of Highland Park that fall within the defined study areas, rather than the entire resource (refer to SOW Figure 6 for open space study areas). As also noted in the DSOW, in accordance with CEQR guidelines, the EIS will analyze the effects of the Proposed Actions on the open space ratios in the study areas, and mitigation measures to address any resultant impacts would be provided.

Comment 5.14: Community gardens provide critical environmental and social benefits, food production, and open space for our community. There are at least 20 community gardens on city-owned property in the area covered by the Proposed Actions. Inviting and increasing development around community gardens often leads to the loss of these open spaces, as has been seen in Harlem and the Lower East Side, because gardens are then viewed as "vacant properties" in the inventory of city land with the potential for development. In the past, the city has also offered gardens as staging areas for construction projects, often damaging the infrastructure or usability of the gardens. Community gardens must be considered as part of the existing inventory of open space, and the EIS should make allowances for how they will be preserved and protected when the inevitable development comes to the area. (5) I have a community garden on Livonia Avenue, and, with new housing coming to Livonia Avenue, we will be pressured to leave. (15)

Response: See response to comment 5.9 above. The issue noted in the last two sentences of the comment is outside the scope of CEQR

6. Shadows

Comment 6.1: There are at least 20 community gardens on city-owned property in the area covered by the Proposed Actions. The EIS should assess whether new structures resulting from the Proposed Actions would cast shadows on these sunlight sensitive public resources, and also determine the significance of their impacts. (5)

Response: As noted in the DSOW, the shadows analysis will evaluate the Proposed Actions' potential shadows impacts on all open space resources identified in the open space analysis, including community gardens. A summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource will be provided, and the significance of any shadow impacts on sunlight-sensitive resources will be assessed.

Comment 6.2: Public School 108 has been listed on the National Register of Public Places since 1982. While the school is not part of the proposed rezoning area, it is within 400 feet of the Proposed Actions' RWCDs. The EIS should assess whether new structures resulting from the Proposed Actions would cast shadows on this sunlight sensitive resource. (5)

Response: As noted in the DSOW, the shadows analysis will evaluate the Proposed Actions' potential shadows impacts on all sunlight-sensitive historic resources identified in the historic resources assessment. Also see response to comment 6.1 above.

Comment 6.3: The taller buildings under the proposed R6, R7, and R8 districts will have shadow impacts. (2)(14)

Response: See response to comments 6.1 and 6.2 above.

7. Historic and Cultural Resources

Comment 7.1: With so much development planned for the community, we risk losing critical buildings. I would like LPC to identify key structures worthy of preservation now instead of waiting until more of the buildings that make up the neighborhood's character are lost. (3)

Response: As part of Task 7 "Historic and Cultural Resources" in the DSOW, the EIS, in consultation with LPC, will identify buildings in the rezoning area that are eligible for landmark designation or listing on the State and National Registers of Historic Places.

Comment 7.2: PS 108 has been listed on the National Register of Public Places since 1982. Although PS 108 is not part of the rezoning area, it is within 400 feet of the Proposed Actions' RWCDs and therefore should be included in the historic resources study area per the CEQR Technical Manual. The EIS should assess project and construction related impacts to the school, and provide best practices mitigation measures in the event significant impacts are identified. (5)

Response: As noted in the DSOW, the EIS will identify all designated and eligible historic resources within the rezoning area and the surrounding 400-foot study area, include PS 108, and determine the probable impacts of the developments resulting from the Proposed Actions on these architectural resources. If the potential for impacts is identified, possible mitigation would be provided in the EIS.

8. Urban Design and Visual Resources

Comment 8.1: To assess the potential effects on urban design and visual resources for the potential changes, representation through graphic material should be depicted along sidewalks at eye level in order to focus on the pedestrian's experience. (1)

Response: As noted in the DSOW, in accordance with *CEQR Technical Manual* guidelines, the EIS would describe the potential changes that could occur to urban design and visual resources in the future with the proposed action condition, in comparison to the future without the proposed action condition, focusing on the changes that could negatively affect a pedestrian's experience

of the area. Graphics comparing pedestrian views under existing, No-Action, and With-Action conditions will be provided in the EIS in accordance with the *CEQR Technical Manual*.

Comment 8.2: Due to the current lack of useable public space that contributes to successful urban design (plazas, fountains, small gathering spaces and market areas), a detailed analysis of the lack of urban design components that make for a thriving community is appropriate. (5)

Response: As noted in Task 8 “Urban Design and Visual Resources” of the DSOW, in accordance with *CEQR Technical Manual* guidelines, the urban design components to be assessed in the DEIS will be buildings, open space (both public and private), and natural features, as warranted. The presence of these urban design components, or lack thereof, under existing, No-Action, and With-Action conditions will be described.

Comment 8.3: The proposed R8 zoning districts will permit buildings up to 14 stories, which is a lot of height in a neighborhood that currently is characterized by 2-3 story buildings. This density is not in keeping with the existing context, and will create a new neighborhood separate from the existing one. (2)
Comment 8.4: I want building heights that respect the neighborhood. (4) The new housing anticipated under the rezoning is not consistent(?) with the existing context. (29)

Response: See response to comment 8.1 above.

9. Hazardous Materials

Comment 9.1: The CHLDC’s Brownfield Opportunities Area (BOA) Step 2 report lists suspected brownfield sites throughout the BOA study area that directly reflect the rezoning boundary. The sites identified in the report should be considered as E designation and therefore warrant a hazardous materials assessment in the EIS. (5)

Response: The EIS will include an assessment of hazardous materials pursuant to *CEQR Technical Manual* guidelines. As described in the DSOW, the hazardous materials assessment will determine which, if any, of the Proposed Actions’ projected and potential development sites may have been adversely affected by present or historical uses at or adjacent to the sites. A preliminary screening assessment will be conducted for the projected and potential development sites to determine which sites warrant an institutional control, such as an (E) designation in accordance with the *CEQR Technical Manual*, Section 11-15 (Environmental Requirements) of the Zoning Resolution of the City of New York and Chapter 24 of Title 15 of the Rules of the City of New York governing the placement of (E) designations.

10. Water and Sewer Infrastructure

Comment 10.1: As the directly affected service area is the 26th Ward Wastewater Treatment Plant, future stormwater generation from projected development sites should disclose opportunities to integrate green and blue water roof and yard treatments as well as incorporating bioswales and other stormwater management infrastructure. (1)

Response: As the Proposed Actions in the DSOW constitute an area-wide rezoning with no specific development plans, the specific design of individual developments is outside the scope of this project. It should be noted however that any new development would have to meet DEP’s stormwater management requirements included in the DEP Guidelines for the Design and Construction of Stormwater Management Systems, dated July 2012, and the DEP Criteria for Detention Facility Design, dated June 6, 2012. This would include the incorporation of Best Management Practices (BMPs) for stormwater detention and release.

Comment 10.2: Given that this is a low-lying area, residents across the district report sewer back-ups during heavy rain. The Community Board has recommended that the City carry out an assessment of the condition of the sewer pipes and catch basins, with defective equipment and infrastructure being replaced. Furthermore, the Community Board has identified the need to rebuild catch basins and sewers along major thoroughfares. (3)

Response: This issue is outside the scope of CEQR.

Comment 10.3: The project has the potential to result in significant adverse impacts to the environment because the project is located within the Jamaica Bay Watershed and the Proposed Actions' RWCDs is expected to involve development on sites one acre or larger where the amount of impervious surface would increase (sites 66a, 66b, 67). The Scope of Work should be expanded to describe the methodology that will be used in the EIS to assess potentially significant environmental impacts to the Jamaica Bay Watershed. (5)

Response: As described in the DSOW under Task 10, "Water and Sewer Infrastructure," the EIS will include an assessment of stormwater in accordance with CEQR Technical Manual guidelines. The EIS will include an evaluation of the Proposed Actions' potential effects on wastewater and stormwater infrastructure. All information used in this assessment will be based on the latest information from the City's Department of Environmental Protection (DEP) regarding existing flows to the water pollution control plants (WPCP) that serve the rezoning area, as well as any other information as warranted.

Comment 10.4: Sewer infrastructure throughout the neighborhood is already at capacity. This is visible by the sewer backups during heavy rains, especially along Fulton Street. The DEIS must assess the increased demand on the sewer system throughout the rezoning boundary caused by a projected 20,763 new residents by the proposed actions and analyze any potential adverse impacts. DCP must consider green infrastructure mitigations for any adverse impacts identified in the DEIS. (5)

Response: As noted in the DSOW, the EIS will analyze the Proposed Actions' potential effects on the water, wastewater, and stormwater infrastructure, which will be conducted in accordance with CEQR Technical manual guidelines, and in consultation with DEP. Also see response to comment 10.3.

Comment 10.5: I am concerned about infrastructure and sewage system impacts. (29)

Response: Comment noted. Also see response to comment 10.4 above.

11. Solid Waste and Sanitation Services

Comment 11.1: Because the Proposed Actions could potentially result in an increase of over 24,000 residents and workers to the rezoning area, the New York City Department of Sanitation should be consulted in the preparation of this assessment. (5)

Response: In accordance with CEQR guidelines, the EIS will provide an estimate of the additional solid waste expected to be generated by the projected development sites under the RWCDs, and an assessment of its effects on the City's solid waste and sanitation services. As described in the DSOW under Task 11, "Solid Waste and Sanitation Services," the EIS will provide an estimate of the additional solid waste expected to be generated by the projected developments and assess its effects on the City's solid waste and sanitation services in accordance with CEQR Technical Manual guidelines. This will entail the calculation of existing solid waste generation on the projected development sites, as well as a comparison of projected calculations in the future without the Proposed Actions and the future with the Proposed Actions. This chapter will also describe existing and future New York City solid waste disposal practices, and assesses the

impacts of the Proposed Actions' solid waste generation (from the projected developments) on the City's collection needs and disposal capacity. The Proposed Actions' consistency with the City's Solid Waste Management Plan will also be assessed.

Comment 11.2: I am concerned about sanitation system impacts. How will the existing infrastructure handle the amount of new development coming to the area? (29) How will the garbage be disposed of? (14)

Response: See response to comment 11.1 above.

12. Energy

Comment 12.1: The analysis should identify opportunities where building heights would permit the installation of rooftop wind turbines for projected development sites and where sites might be ideal for solar energy and/or geothermal generation. In addition, the analysis should more thoroughly investigate the impacts upon the Brownsville sub-station and identify ways to accommodate additional energy demand. (1)

Response: These issues are outside the scope of CEQR.

Comment 12.2: This project will spur significant development in an area where infrastructure investments have been few and far between for decades. Consultation with Con Edison will be needed to ensure there is adequate capacity to serve this neighborhood. (3)

Response: Consultation with Con Edison will be made in preparation of the energy impact analysis. The FSOE has been updated to reflect this information.

Comment 12.3: Because the energy infrastructure within the rezoning area is at or close to capacity, DCP should consult ConEd to determine if the Proposed Actions would require extension or upgrading of energy transmission facilities and note its findings in the EIS. (5)

Response: See response to Comment 12.2.

Comment 12.4: Part of the BQDM Program's proposal to reduce utility demand involves ConEd partnering with private landowners to install microgrids and energy storage systems within the Brownsville load area. Because the Proposed Actions are anticipated to intensify land uses and promote the development of available land within the proposed rezoning area, there is potential that project implementation would impact the transmission or generation of energy by reducing the number of BQDM Program participants compared to a No-Action scenario. The EIS should include a detailed assessment of energy impacts, and consider clean on-site generation alternatives if impacts are determined to be significant. (5)

Response: As discussed under Task 12 "Energy" in the DSOW this section of the EIS will address the effects of the Proposed Actions on energy, and evaluate whether the available energy supply is anticipated to be sufficient to accommodate the additional demand generated by the Proposed Actions. According to the CEQR Technical Manual, because all new structures requiring heating and cooling are subject to the New York State Energy Conservation Code, which reflects State and City energy policy, actions resulting in new construction would not create significant energy impacts, and as such would not require a detailed energy assessment. For CEQR analysis purposes, energy analysis focuses on an action's consumption of energy, and the DEIS will disclose the additional energy consumption associated with the Proposed Action.

Comment 12.5: Developers should create buildings that are energy-efficient and reduce GHG. (17) The policy of the city should be to be to create green buildings that are energy efficient and reduce greenhouse gasses so we are responsible to our environment. (17)

Response: **Comment noted.**

Comment 12.6: My building had a blackout for four days. I spoke with ConEd, and they said that the energy infrastructure built in the area couldn't handle the A/C demands. How will this infrastructure be affected by the new development coming to the area? (29)

Response: **See response to Comment 12.4.**

13. Transportation

Comment 13.1: The existing transportation infrastructure in ENY provides an opportunity for easy access and frequent service. Transit service needs to be maintained without overcrowding. (1)

Response: **Comment noted.**

Comment 13.2: In addition to the analysis of public transit, traffic and pedestrian movement, and cycling infrastructure should be analyzed. (1)

Response: **As stated in the DSOW, and in accordance with CEQR Technical Manual guidelines, the transportation analysis will evaluate the potential for significant adverse impacts on traffic operations and mobility, public transportation facilities and services, pedestrian elements and flow, and the safety of all roadway users (pedestrians, bicyclists, and motorists) as a result of the Proposed Actions.**

Comment 13.3: Analysis for the future with-action projections regarding traffic, parking, transit, pedestrians and cyclists should be based on expanded number of sites and revised assumptions for household size [refer to comments 1.15 and 1.19]. (1)

Response: **Refer to response to comment 1.15 and 1.19**

Comment 13.4: No actual intersections are provided for review. While the draft scope lists east-west travel streets, north-south streets such as Pennsylvania Avenue, Fountain Avenue and the Conduit that connect the community to the Jackie Robinson and Belt Parkways should be adequately investigated, as well as the major destination of Gateway Center. (1)

Response: **The FSOV has been augmented to include the 74 intersections that were selected for detailed analysis. In accordance with CEQR Technical Manual guidelines, to determine the detailed analysis locations, an assignment of peak hour traffic volumes was performed to identify the intersections that would exceed the 50-trip threshold during the peak periods with the highest overall demand. In consultation with DCP and DOT, representative intersections most likely to be used by concentrations of action-generated vehicles traveling to and from the projected development sites were then selected for detailed analysis. Existing bottleneck locations and prevailing travel patterns were also taken into consideration.**

Comment 13.5: The subway analysis should include the Long Island Rail Road station and assume that the station should be operating according to reduced fare City Ticket initiative. This should be reflected in the East New York Rezoning Transportation Planning Factors and Travel Demand Forecast Memo Table 9: Net Increment Peak Hour Subway Trips by Station table as well as in the Subway Assignment and Analyzed Stations section. (1)

Response: The Proposed Actions, as listed in the DSOW, are not expected to generate substantial numbers of new LIRR trips in either the weekday AM or PM commuter peak periods. As the LIRR's East New York station is more than ½-mile from the majority of projected development sites (and therefore not within a convenient walking distance), any commuter rail trips generated by the Proposed Actions are expected to start or end on another mode of transit (i.e., subway and bus) and are assumed to be reflected in the forecast for these modes.

Comment 13.6: At the subway stations, analysis should identify opportunities to re-open any inactive entrances/exits and whether there are opportunities to upgrade capacity through the installation of HEET fare control elements. (1)

Response: As stated in the DSOW, if impacts are identified at subway station stairway and/or fare control elements, mitigation needs and potential subway station improvements will be identified, as appropriate in consultation with the lead agency and NYC Transit.

Comment 13.7: Specific pedestrian facilities analyzed should be inclusive of all schools, senior centers and libraries. Opportunities to implement installation of sidewalk extensions (bulbouts/neck-downs), and other safe street infrastructure in proximity to such facilities should be identified. (1)

Response: As discussed in Task 13 "Transportation" of the DSOW, in accordance with *CEQR Technical Manual* guidelines, the analysis of pedestrian conditions will focus on pedestrian elements where new trips generated by projected developments are expected to be most concentrated. These elements—sidewalks, corner areas, and crosswalks—are primarily located in the vicinity of major projected development sites and corridors connecting these sites to area subway station entrances and bus routes. If significant adverse pedestrian impacts are identified at any of the analyzed pedestrian elements, mitigation measures will be explored in coordination with DCP and DOT.

The City, through DOT, has plans to make capital improvements to intersections along Atlantic Avenue including measures to improve pedestrian safety. The DEIS will include further information on this capital project and, where warranted, incorporate it into the transportation analysis.

Comment 13.8: The focus of the work thus far is on the street network, but little to no study has been done of the capacity of the L train or the challenges to the existing subway lines in East New York. What impacts will the thousands of new residents have on an already burdened transit system? What are the critical transit investments—bus, subway—which will help to get people to work and school? If we're going to be building a new neighborhood how are we going to move people around on public transit? (3)

Response: As stated in the DSOW, the EIS transportation chapter will include a detailed transit analysis. If impacts are identified, mitigation needs and potential improvements will be identified, as appropriate, in conjunction with the lead agency, NYC Transit, and the MTA.

Comment 13.9: The surface street network in East New York is in serious disrepair, with capital requirements ranging from filling potholes, resurfacing, or roadbed reconstruction. Additionally, there is the sense that signage takes many months to be replaced. (3)

Response: These issues are outside the scope of CEQR.

Comment 13.10: The Sustainable Communities plan highlighted the need, across all key corridors, for more pedestrian amenities, including trees, bus shelters, and wayfinding. (3)

Response: These issues are outside the scope of CEQR.

Comment 13.11: The Sustainable Communities plan identified a serious need for investment in transit and pedestrian infrastructure in the area around the Broadway Junction subway station. At present there is only one entrance to the Broadway Junction subway station. Reopening the presently-closed subway entrance to Broadway Junction on Broadway would significantly enhance access to the station. Additionally, reopening the L train entrance on the south side of Atlantic Avenue would help bridge the barrier formed by the Atlantic Avenue viaduct, enhancing access to the IBZ. At the LIRR station, improving the quality of signage, wayfinding, and the pedestrian underpass would increase the visibility of the station and improve intermodal transfers. And while outside the study area, creating a free transfer between the Livonia Avenue L train station and the Junius Street 3 train station would make the subway network more accessible and affordable for residents of the neighborhood, particularly for those who work in the IBZ. (3)

Response: Comment noted.

Comment 13.12: Atlantic Avenue is 120 feet wide with a small paved median, presenting considerable safety issues for pedestrians. Furthermore, certain walking routes to transit stations lack cross walks and/or stop control. For example, at the intersection of Atlantic and Van Siclen Ave, pedestrians must cross the intersection to reach either the J/Z on Fulton St or the A/C on Pitkin Avenue. Without stop control and a crosswalk, pedestrians must jaywalk across the 120-foot wide avenue with only the small paved median to break up the dangerous crossing. (3)

Response: As stated in the DSOW, the transportation chapter of the EIS will include an assessment of vehicular and pedestrian safety. If unsafe conditions are identified as the result of the Proposed Actions, the EIS will identify possible measures to improve pedestrian safety.

Comment 13.13: In the eastern portion of the study area, the Sustainable Communities plan identifies the need for reconstruction of Atlantic Ave/Conduit Blvd to bring the elevated roadways down to grade to slow traffic and improve the urban design of the area. Will this be a part of the capital planning strategy here? (3)

Response: This is outside the scope of CEQR.

Comment 13.14: At present Broadway Junction's intersections present serious safety issues for pedestrians, and disinvestment in transit infrastructure has worsened accessibility and navigability. The intersection of Broadway and Jamaica Avenue is very dangerous, and requires design intervention to improve pedestrian safety, such as crosswalks, neck downs, etc. Additionally, the area has a few underused street segments that may need to be demapped to effect site assemblage; all of this will require serious investment in the local surface street grid. (3)

Response: See response to Comment 13.12.

Comment 13.15: The IBZ's narrow, one-way streets hamper truck access, and the Atlantic Avenue viaduct cuts the area off from the transit at Broadway Junction. Additionally, the inability to turn left from Atlantic Avenue into the IBZ impedes truck access to the area. When will the streets receive the basic capital investment to ensure that they are properly rebuilt and resurfaced with proper drainage so that driving is safe and that streets do not flood? What investments is the administration prepared to make to ensure that freight and trucks can easily access and move smoothly through the IBZ? (3)

Response: These issues are outside the scope of CEQR.

Comment 13.16: Our community has suffered from serious disinvestment in maintenance, not just in capital investment. For example, many street signs are so faded that it is impossible to tell if you are allowed to park in a given area. Our community deserves the same level of routine street

maintenance that is standard in the rest of the City and deserves it now, not ten years from now. (3)

Response: **Comment noted.**

Comment 13.17: New affordable housing developments within the proposed rezoning area would not include off-street parking facilities, and mixed-income development could potentially opt out of off-street parking as well. This reduction of off-street parking facilities would result in significantly greater volumes of transit users, pedestrians and cyclists. The Draft Scope forecasts parking demand generated by the projected residential component of the Proposed Actions' RWCDs based on auto ownership data for the rezoning area and the surrounding area. This methodology is fatally flawed because it incorrectly assumes that a reduction in parking supply would have no effect on demand. We believe DCP is under-anticipating the volumes of transit users, pedestrians and cyclists, and urge DCP to immediately address this fatal flaw in a revised Scope of Work. (5)(32)

Response: **The travel demand forecast for new development under the Proposed Actions' does incorporate a higher transit mode share for affordable dwelling units than for market rate units as discussed in the DSOW's Transportation Planning Factors and Travel Demand Forecast technical memorandum. Any potential shift from the auto mode to the transit and pedestrian modes as a result of reduced accessory parking requirements under the Proposed Actions would likely be de minimis compared to the overall volume of demand for study area transit services, and given that any shifted demand would be widely dispersed among 81 projected development sites served by approximately 13 subway stations and ten local bus routes.**

Comment 13.18: DCP will need to work closely with NYCDOT and MTA-NYC Transit to assess and make improvements to the CHENY transportation and transit network to accommodate increased volumes generated by new development. The proposed EIS does not acknowledge the severe budget shortfall at the MTA, and assumptions about transit availability and accessibility are therefore deeply flawed. In addition, the EIS needs to assess the structural capabilities of the streets to adequately handle increased traffic. The community believes that CHENY has the worst streets in the City due to years of neglect and Councilwoman Barron has stated that there is a need for retrenching of the streets. (5)

Response: **These issues of MTA budget and street structural capacity are outside the scope of CEQR.**

Comment 13.19: The CHENY community has long been concerned about pedestrian safety. The EIS should assess the Proposed Actions' consistency with the Mayor's Vision Zero initiative. The omission of such a cornerstone administration policy in the Proposed Actions is a significant flaw. Pedestrian friendly features should be included in the EIS as mitigation measure. (5)(32)

Response: **As indicated in the response to comment 2.9, the FSOW has been modified to include an analysis of the impacts of the Proposed Actions on Vision Zero. In addition, as stated in the DSOW and response to comment 13.12, an assessment of vehicular and pedestrian safety will be included in the EIS. Also see response to Comment 13.7 regarding planned improvements to Atlantic Avenue.**

Comment 13.20: Transportation improvements in the rezoning proposal should minimize the diversion of highway auto and truck traffic to local streets; improve and create additional opportunities for pedestrian/bicycle travel (particularly to enhance walk- and bike-to transit options); increase the effectiveness and accessibility of mass transit; address the specific needs of emergency response personnel and vehicles; and enhance the opportunities for the efficient movement of goods and other commercial services. (5)

Response: **Comment noted.**

Comment 13.21: The Long Island Railroad's Atlantic Line runs through Atlantic Avenue across the length of the rezone area. Additionally, LIRR's East New York Station is located between the Ocean Hill and CHENY sections of the rezone area. An analysis should be conducted of existing LIRR services as well as future infrastructure construction plans and how would they accommodate commuters through the 2030 analysis year. The analysis must provide detailed estimates of how many additional people are likely to be coming into the area for what purposes, the number of new commuters resulting from the Proposed Actions, and identify all projects that are now in construction, being designed, or in the queue for funding. (5)

Response: See response to Comment 13.5, above.

Comment 13.22: As the Proposed Actions would increase the number of people traveling to and from the rezone area, the traffic study area should be expanded to include major approach routes leading to CHENY. (5)

Response: As discussed in Task 13 "Transportation" and amended in the FSOW, the 74 traffic analysis locations include 60 intersections located in proximity to projected development sites and 14 more distant intersections located along key access corridors up to a half mile outside of the rezoning area. Also, see response to Comment 13.4.

Comment 13.23: The EIS should describe existing bicycle and bicycle share facilities, and also those being developed by the City's Department of Transportation and privately-owned but public bicycle sharing systems. (5)

Response: As included in task 13 "Transportation" in the DSOW, the EIS will describe existing and potential bike routes within the transportation study area. An analysis of bicycle share facilities is outside the scope of CEQR.

Comment 13.24: It is hard to find parking in the area now, and transit takes over 45 minute to get to the city. What will be the impact of more people coming to the area? How will the increased population affect the existing populations' ability to get to different places via transit? (13)

Response: As stated in the DSOW, the EIS transportation chapter will include detailed parking and transit analyses in accordance with the *CEQR Technical Manual*.

Comment 13.25: Pedestrian and cyclists safety are important elements to consider in the analysis, and they can be benefits to the neighborhood. The pedestrian and cyclist system need to be improved. (32)

Response: See response to Comment 13.12.

Comment 13.26: DCP needs to work with DOT and NYCT to accommodate future volumes. The DSOW doesn't address fiscal constraints of these agencies. (32)

Response: The transportation analyses, as included in the DSOW will be prepared in close coordination with DCP (the lead agency), DOT, and MTA-NYC Transit. The last sentence of the comment is outside the scope of CEQR.

Comment 13.27: Emergency vehicle access needs to be maintained. (32)

Response: Comment noted.

Comment 13.28: The subway stations need elevators and other improvements. (20)

Response: Comment noted.

Comment 13.29: The Proposal has the potential to significantly impact regional transit systems, including not only mass transit options such as the subway and public buses, but also other options including private automobiles, bicycle networks, and pedestrian traffic. We therefore ask that the draft scope of work take into account all these options, and provide a detailed listing of how these options are incorporated into its transportation analysis with respect to mode choice, vehicle occupancy, and peak patterns. Of particular note, given the increase in bicycle travel citywide, the scope should take into account the bicycle network as part of its analysis. For example, by exploring how bicycle infrastructure can be incorporated into the streetscape designs on all major corridors within the Proposal's study area. (33)

Response: As discussed in the DSOW, the EIS will include detailed analyses of the potential effects of the Proposed Actions on the area's roadway, subway, bus and pedestrian networks. The factors used to forecast the Proposed Actions' travel demand are shown in Table 3 in the Travel Demand Forecast technical memorandum included as Appendix 3 to the DSOW. The incorporation of new bicycle infrastructure into the streetscape design of major corridors within the study area is not a part of the Proposed Actions.

14. Air Quality

Comment 14.1: For the stationary source analysis, assume new residential development for an increased number of residential sites as referenced above [in comment 1.9 through 1.15]. (1)

Response: Please refer to the response to Comments 1.9 through 1.15

Comment 14.2: The Jackie Robinson Parkway cuts across Highland Park and, as a result, air quality impacts caused by increased usage of the parkway must also be assessed in the EIS. (5)

Response: The effects of increased traffic on air quality due to the Proposed Actions will be evaluated in the EIS as included in the DSOW. Maximum changes in pollutant concentrations due to increased traffic from proposed actions are typically analyzed near intersections, due to idling, congestion, etc., and since these locations are generally publically accessible. As discussed in the DSOW, the mobile source air quality analysis will focus on critical intersection locations exceeding the *CEQR Technical Manual* screening thresholds, representing locations with the worst potential total and incremental pollution impacts, based on data obtained from the traffic analysis. At each intersection, multiple receptor sites will be analyzed in accordance with *CEQR Technical Manual* guidelines.

Comment 14.3: In Appendix 4 of the Draft Scope (Air Quality Analysis Methodology Memorandum), the proposed locations for analysis of increases of carbon monoxide (CO) and Fine Particulate Matter less than 2.5 microns in diameter (PM 2.5) in the air caused by vehicular traffic do not include all of the affected corridors. Pitkin Avenue is not included in the proposed locations, yet it will be greatly affected by the Proposed Actions. The EIS must consider intersections on Pitkin Avenue in its air quality assessment. (5)

Response: The locations listed in Appendix 4 of the DSOW were selected based on preliminary traffic assignments, at locations where the projected increases in traffic could exceed the thresholds referenced in the *CEQR Technical Manual* for analysis of carbon monoxide (CO) and/or particulate matter less than 2.5 microns in diameter (PM_{2.5}). Final selection of intersections will be performed following completion of the final traffic assignments for the proposed action. Final selection of intersection for analysis will be made based on an evaluation of those sites that have the greatest potential to exceed significant adverse air quality thresholds.

Comment 14.4: The boundaries in which intersections on Fulton Street and East New York/Jamaica will be selected for study must be located within the defined zoning boundaries. Currently, the boundaries include intersections between Rockaway Avenue on the west and Lincoln Avenue on the east on Fulton Street and between Rockaway Avenue on the west and Lincoln Avenue on the east on East New York/Jamaica Avenue. (5)

Response: **The *CEQR Technical Manual* defines the study area for mobile air quality analysis as consisting of intersections where congestion is expected. As described in the DSOW, screening thresholds will be applied in accordance with the *CEQR Technical Manual* based on the worst potential total and incremental pollution impacts, not the location of intersection within or outside of the rezoning area.**

Comment 14.5: Schools, open space, housing and other community and health facilities must be considered as receptor sites as defined in the CEQR Technical Manual in Chapter 17, especially on Fulton Street and Jamaica Avenue within the rezoning boundaries. (5)

Response: **As included in Task 14 “Air Quality” in the DSOW and attached Appendix 4, the mobile and stationary source analyses presented in the EIS will consider potential impacts on receptor sites at existing residential buildings and other sensitive receptors such as those noted by the commenter.**

Comment 14.6: While nitrogen oxides are analyzed regionally, the increased traffic caused by the proposed action warrants an analysis of nitrogen oxides emitted from both mobile and stationary sources. (5)

Response: **As disclosed in Task 14 “Air Quality” in the DSOW and attached Appendix 4 carbon monoxide and fine particulate matter are currently the critical pollutants of concern from local sources of vehicle emissions. By demonstrating compliance with applicable standards for these pollutants, the EIS will demonstrate the overall, air quality impacts from mobile sources are not significant, including impacts from nitrogen oxides. Nitrogen oxides emissions will be considered for stationary source analysis in accordance with the *CEQR Technical Manual*.**

Comment 14.7: While the Draft Scope notes that the EIS will include an industrial source analysis, it does not specify which potential pollutants will be analyzed. The EIS must analyze potential air quality impacts from industrial sources including, but not limited to, lead and non-criteria pollutants, as defined in Chapter 17 of the CEQR Technical Manual. (5)

Response: **The industrial source analysis as part of Task 4 “Air Quality” in the DSOW will evaluate the warranted regulated pollutants, including non-criteria pollutants in accordance with the *CEQR Technical Manual*.**

Comment 14.8: The cars generated by new development are going to increase air quality emissions. This is not environmentally friendly. (14)

Response: **The mobile source analysis as stated in the DSOW will include an analysis on local air quality levels from the increased traffic associated with the RWCDs projected development sites in the EIS.**

15. Greenhouse Gas Emissions

Comment 15.1: For the stationary source analysis, assume new residential development for an increased number of residential sites as referenced above [in comments 1.9 through 1.15]. (1)

Response: **See response to comments 1.9 through 1.15 above**

Comment 15.2: In the rush to build as many units as possible, we should not forget that in such a low-lying area sustainability and resilience are of particular concern. We need to make sure that the development of the area does not ignore green building technologies that can reduce both operating costs and carbon emissions. (3) The developers should create buildings that are energy-efficient and reduce GHG. (17)

Response: As noted in Task 15 “Greenhouse Gas Emissions” of the DSOW, the EIS will assess the Proposed Action’s consistency with the City’s sustainability policies, goals for reducing greenhouse gas emissions, and considerations for climate resilience in conformance with the *CEQR Technical Manual*.

Comment 15.3: Due to climate change and the expected increase in damaging storms, in frequency and severity, it is important to assess the ways by which the East New York rezoning can support the City’s resiliency efforts, and not contribute to additional problems in emergency events. In particular, while there is a prevalence of gas stations in the area, it should be assessed if new zoning text will impact the amount of gas stations, and what that impact will be on providing critical fuel resources, especially for emergency vehicles, backup generators, and the distribution of needed goods and supplies in an emergency or catastrophic event. (5)

Response: These issues are outside the scope of CEQR.

16. Noise

Comment 16.1: For the stationary source analysis, assume new residential development for an increased number of residential sites as referenced above [in comments 1.9 through 1.15]. (1)

Response: The EIS will not present a detailed analysis of potential impacts due to stationary noise sources (i.e., mechanical equipment). Mechanical equipment is assumed to be designed to meet all applicable noise regulations and would therefore since the Proposed Actions not result in any significant adverse noise impacts, no analysis is necessary. Also see response to comments 1.9 through 1.15 above

Comment 16.2: The Jackie Robinson Parkway cuts across Highland Park and, as a result, noise impacts caused by increased usage of the parkway must also be assessed in the EIS. (5)

Response: As included in the DSOW the effects of increased traffic levels with respect to noise due to the Proposed Actions will be evaluated in the EIS in accordance with the *CEQR Technical Manual*.

Comment 16.3: The Proposed Actions could lead to increased ridership on the MTA’s J subway line, which is elevated along Fulton Street across the length of the proposed rezoning area. The EIS should incorporate into the noise analysis any changes to the frequency of J train service resulting from the Proposed Actions, and also any changes to frequency resulting from proposed MTA capital improvement projects or service changes through the 2030 analysis year. This detailed analysis should be performed in conformance with Subsection 332.3 of the *CEQR Technical Manual*. The MTA should be consulted for inclusion of best practices noise mitigation measures to reduce elevated train associated noise impacts. (5)

Response: The DEIS will not present an analysis of increases in the MTA J train service since the Proposed Actions would not result in a doubling of MTA J train service and would therefore not result in any noise impacts. This DEIS is focused on the noise level increases due to the Proposed Actions, and therefore, MTA capital improvement projects are not included in this scope.

17. Public Health

Comment 17.1: DCP should expand its assessment for public health to include impacts of the rezoning on the community's existing health issues and vulnerabilities, as outlined in Section 200 of the Public Health chapter of the CEQR Technical Manual. (5)

Response: As stated in the DSOW, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, hazardous materials, or noise, according to the *CEQR Technical Manual*. If unmitigated significant adverse impacts are identified for the Proposed Actions in any of these technical areas and DCP determines that a public health assessment is warranted, an analysis will be provided for the specific technical area or areas.

Comment 17.2: CHENY residents suffer from certain health issues at a greater proportion than the rest of New York City. Given these health vulnerabilities, the EIS must include a full public health assessment, with a focus on the potential exacerbation of existing health issues caused by actions put forward by the rezoning (e.g., construction, increased traffic, and psychological impacts caused by displacement). (5)

Response: See response to Comment 17.1, above.

Comment 17.3: There are several health clinics located throughout the rezone area and their current and future capacity needs to be assessed in the EIS. The rezoning projects an additional 20,763 residents to the CHENY area, which will increase demand for health services. The EIS should assess whether clinics, located within a half-mile radius of the rezone area are able to care for both new and existing residents. (5)

Response: This issue is outside the scope of CEQR.

18. Neighborhood Character

Comment 18.1: Any adverse impacts on the arts, cultural resources and character of the community must be noted in the EIS. (5)

Response: As described in the DSOW, the Neighborhood Character chapter of the EIS will assess neighborhood character to determine whether changes expected in other technical analysis areas – land use, zoning, and public policy; socioeconomic conditions; open space; historic and cultural resources; urban design and visual resources; transportation; and noise – may affect a defining feature of neighborhood character. It will evaluate whether the Proposed Actions have the potential to affect these defining features, either through the potential for a significant adverse impact or a combination of moderate effects in the relevant technical areas. If significant adverse impacts to neighborhood character are identified, mitigation measures will be discussed in the Mitigation chapter of the EIS. As per the *CEQR Technical Manual* guidelines, mitigation proposed for significant impacts in the technical areas that contribute to neighborhood character may also often mitigate neighborhood character impacts.

Comment 18.2: In Community Board 5, 55% of the housing units are in small homes, which define the neighborhood's unique character. (5) (23) CHENY's housing stock is primarily made up of two- and three-family homes, which defines the character of the neighborhood's side streets. The EIS should address how the Proposed Actions might result in the loss of these homes. The EIS must assess the Proposed Actions' impact on foreclosure rates, property tax increases, and how those impacts will change CHENY's neighborhood character. (5)

Response: See response to comment 18.1. The Proposed Actions will map contextual residential districts (R5B and R6B) on neighborhood side streets. These districts require that new infill development match the density and form of the predominant building types found in the neighborhood today.

Comment 18.4: We disagree with DCP's conclusion that neighborhood character impacts are rare and request that the EIS include a complete neighborhood character assessment. (5)

Response: See response to comment 18.1

Comment 18.5: In assessing neighborhood character, DCP must adhere to the steps outlined in the CEQR Technical Manual, which include field visits, photographs, interviews with neighborhood residents and workers, and graphics and text describing the neighborhood. (5)

Response: As stated in the DSOW, if the preliminary neighborhood character assessment determines that the Proposed Actions could affect the defining features of neighborhood character, a detailed analysis will be conducted in accordance with the *CEQR Technical Manual* guidelines. If a detailed analysis is warranted, the steps outlined in Section 330 of the *CEQR Technical Manual* will be adhered to.

Comment 18.6: The Coalition urges DCP to acknowledge the defining features of East New York and its residents when working on the EIS. (5)

Response. Comment noted. Also see response to comment 18.1 above.

Comment 18.7: The Coalition strongly believes the impacts of the proposed actions on neighborhood character should be adequately assessed due to the community's vulnerability to residential and business displacement. (5)

Response. Comment noted. Also see response to comment 18.1 above.

Comment 18.8: East NY can't be like the other Brooklyn neighborhoods where high-rise construction has taken off (such as Downtown Brooklyn, Fort Green, and at the Barclays Center) and apartments cost upwards of \$2,500. (14)

Response. See response to comment 18.1 above.

Comment 19.9: DCP must take into account the endemic gentrification that has taken over neighborhoods such as Williamsburg, Bushwick and Bedford Stuyvesant. Residential segregation has taken hold of what once were tight-knit, working class communities, which are the backbone of New York City. (5)

Response: As included in the Task 18 "Neighborhood Character" in the DSOW, in accordance with *CEQR Technical Manual* guidelines, the study area for the preliminary analysis of neighborhood character is typically consistent with the relevant technical areas assessed under CEQR that contribute to the defining elements of the neighborhood (i.e., land use, socioeconomic conditions, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, and noise).

Comment 19.10: The Coalition urges DCP to supply information regarding studies of residential segregation in this area of Brooklyn in the EIS. Further, if studies have been done in similar circumstances, has DCP studied how the Proposed Actions would ameliorate or exacerbate such segregation? Has it kept any records of this and where are those records? Can they be published? If so, the Coalition believes they should be included in the EIS. (5)

Response: See response to Comment 1.43.

19. Construction

Comment 19.1: The estimated completion date of construction, as well as the dates and times that construction will take place should be included in the EIS. (5)

Response: The EIS will include a conceptual construction schedule with anticipated RWCDs construction timelines for each of the projected development sites. The FSOw has been updated to include this information.

Comment 19.2: The Proposed Actions' RWCDs would entail construction for a long duration that could affect the access to, and viability of, a number of businesses. The failure of those businesses has the potential to affect neighborhood character. An assessment for construction impacts on socioeconomic conditions should be conducted and included in the EIS. (5)

Response: In accordance with *CEQR Technical Manual* guidelines, the construction analysis of "other technical areas" will include an assessment of potential impacts on socioeconomic conditions and neighborhood character resulting from construction of the projected development sites under the RWCDs. The FSOw has been updated to include this information.

Comment 19.3: The EIS must include a travel demand forecast for the construction period because the construction activities associated with the Proposed Actions' RWCDs meet all three criteria required for such an analysis according to the *CEQR Technical Manual*. (5)

Response: The EIS will include a travel demand forecast for the peak construction period(s) in accordance with *CEQR Technical Manual* guidelines. The FSOw has been updated to include this information.

Comment 19.4: The EIS should quantitatively analyze potential transportation impacts during construction. (5)

Response: In accordance with *CEQR Technical Manual* guidelines, the volume of vehicular traffic (including trucks) expected to be generated during peak construction hours will be estimated to determine whether a detailed quantitative analysis is warranted. The assessment of construction-related traffic will consider vehicles generated by construction employees driving to and from the site, trucks and other vehicles associated with project construction, and PCEs associated with overlapping operational trips from completed portions of the project. The determination of whether a detailed analysis is warranted will be made in accordance with the guidelines presented in Section 310 of the *CEQR Technical Manual*.

Comment 19.5: The Draft Scope indicates that only a qualitative analysis of construction-related air quality impacts would be included in the EIS. Construction activities associated with implementation of the Proposed Actions' RWCDs meet the *CEQR Technical Manual's* criteria for consideration of performing a preliminary quantitative analysis of construction air quality impacts. Asthma and other air quality-related issues are a major concern of residents living within the proposed rezoning area, and the EIS should quantitatively analyze potential air quality impacts during construction so the appropriate mitigation measures are included in the event that impacts are significant. (5)

Response: The FSOw has been updated to include a quantitative analysis of construction-related air quality impacts.

Comment 19.6: The Draft Scope indicates that only a qualitative analysis of construction noise impacts would be included in the EIS. Per the *CEQR Technical Manual*, construction noise, generated by pile driving, truck traffic, blasting, demolition, etc., is generally analyzed only when it affects a sensitive receptor over a long period of time. Construction resulting from the Proposed Actions has the potential to cause construction equipment to be operating within 1,500 feet of a receptor for a

period of time exceeding two years. As such, the EIS should include a comprehensive qualitative analysis of construction noise impacts. (5)

Response: **The FSOV has been updated to include a quantitative analysis of construction-related noise impacts.**

Comment 19.7: Health and safety policies regarding construction are not covered in the Draft Scope. The EIS must assess placing limits on the number of construction permits within a specified radius so that no area is disproportionately impacted by construction dust, noise, and physical hazards. East New York is one of several areas of New York City greatly impacted by asthma and other ailments, especially with respect to children. Community Board 5 has the highest percentage of persons under the age of 18 in New York City, a full third of the local population. These children are vulnerable to the adverse health effects of construction, and their vulnerability should be addressed in the EIS. (5)

Response: **These issues are outside the scope of CEQR.**

Comment 19.8: The EIS should evaluate how pollution, dirt, noise, traffic and congestion from construction could be mitigated. (5)

Response: **If significant adverse construction impacts are identified, mitigation measures will be explored in coordination with DCP and other involved agencies.**

Comment 19.9: In regards to transportation policy, the EIS must detail the type and number of permits issued because construction will directly impact transportation to and from CHENY. The impact needs to be studied beyond local travel as residents use residential streets as part of their work commute, in an effort to avoid bottleneck areas, such as the intersection of Atlantic and Pennsylvania Avenues. A limit in the number of permits will also prevent severe shortages of area parking for existing residents. (5)

Response: **These issues are outside the scope of CEQR.**

Comment 19.10: The proposed rezoning is expected to result in over 1 million square feet of new commercial and community facility space. Given the scale of construction, the city needs to expand its analysis of construction impact in the DEIS to include the safety of the public and workers, construction quality, and the value of the construction jobs. (18)

Response: **These issues are outside the scope of CEQR.**

Comment 19.11: The city needs to study the impact of construction with two different scenarios for the DEIS: one with no standards, allowing low wage, uncertified training, and the other with State-approved apprenticeships, hiring local residents to be a part of the construction. (18)

Response: **This is outside the scope of CEQR.**

Comment 19.12: Given the scale of construction to be expected if the proposed rezoning is enacted, the city must consider the full impact the construction, temporary construction, permanent maintenance, operations and security jobs will have on our community. (18)

Response: **This is outside the scope of CEQR.**

Comment 19.13: The EIS should address the parties responsible for the completion of any construction. (5)

Response: **This is outside the scope of CEQR.**

20. Mitigation

Comment 20.1: To address secondary and direct residential displacement and meet community goals for affordable housing, include a discussion of the possibility of using the available floor area of the City-owned-facilities as a means to leverage affordable housing. Project the number of affordable units that could result. (1)

Response: If significant adverse secondary and/or direct residential displacement impacts are identified in the socioeconomic conditions analysis, mitigation measures will be developed as per the DSOW. As stated in the *CEQR Technical Manual*, for significant impacts that result from direct residential displacement, mitigation could consist of relocation of the displaced residents within the neighborhood, the provision of relocation assistance, and/or the creation or replacement of affordable units elsewhere in the study area to offset the effects of the project. For significant impacts that result from indirect residential displacement, mitigation could include providing appropriate, comparable space as part of the project, creating new rent-regulated units, preserving existing rent-stabilized units, and/or developing new publicly assisted units within the study area

Comment 20.2: To address direct business displacement and address community concerns for sustaining its job base, include a discussion on rezoning around Broadway Junction to create an office and destination retail hub. (1)

Response: As mentioned in the DSOW, if significant adverse direct business displacement impacts are identified in the socioeconomic conditions analysis, mitigation measures will be developed. As stated in the *CEQR Technical Manual*, for significant impacts that result from direct business displacement, mitigation could include helping to seek out and acquire replacement space inside or outside the study area and /or providing relocation assistance.

Comment 20.3: To address open space deficiencies, list sites where it may be more practical to maximize utilization as compared to providing additional facilities, evaluate the potential for converting grass/dirt playing fields to second generation artificial turf such as FieldTurf, and adding light to extend the number of hours of operation.

Response: As discussed in the DSOW, if significant adverse open space impacts are identified, mitigation measures will be developed in coordination with DCP and DPR. Potential mitigation measures outlined in the *CEQR Technical Manual* include creating new open space and improving existing open spaces to increase their utility, safety, and capacity. The creation or enhancement of active open space facilities may be achieved by the addition of field lighting to allow for extended hours of play, the rehabilitation of an existing field with synthetic turf treatment to allow for expanded use, or the addition of playground equipment to an underutilized passive area within a park.

Comment 20.4: The EIS should address the need for resources for tenant and merchant organizing by experienced community groups and legal services organizations. These resources should include anti-harassment funding from HPD and Avenue NYC funding for commercial revitalization of commercial corridors and technical assistance for small businesses. (5)

Response: This is outside the scope of CEQR analysis. See response to Comments 1.25 and 1.31.

Comment 20.5: To address possible traffic impacts, the analysis should evaluate how expanded Bus Rapid Transit and bicycle infrastructure can mitigate traffic congestion and improve street safety. In addition, an analysis of the implementation of LIRR's CityTicket program should be considered. (1)

Response: As disclosed in the DSOW, if significant adverse transportation impacts are identified, mitigation measures will be developed in coordination with DOT and MTA-NYC Transit. The identification

of feasible and practical mitigation/improvement measures will be guided by DOT's 2009 *Street Design Manual*, the detailed guide to the City's transportation policies, in accordance with *CEQR Technical Manual* guidelines.

Comment 20.6: The EIS should analyze mitigation measures that could slow down the loss of affordable housing units such as: legal services, tenant counseling and organizing, Good Neighbor Tax Credits, tax abatements for small homeowners to maintain their low income tenants, and retrofitting and basement conversion programs that require homeowners sustain low income tenants. (5)(23)

Response: See response to Comment 20.1, above.

Comment 20.7: The EIS should also identify sites that could be appropriate for relocating firms that are displaced due to the Proposed Actions. (5)

Response: See response to Comment 20.2, above.

Comment 20.8: DCP must consider best practice mitigation measures where it determines that significant adverse impacts will occur. The EIS should include an in-depth discussion of mitigation measures for each Task, as well as how these measures would be implemented and the party responsible for their implementation. (5)

Response: As stated in the DSOW, where significant adverse impacts have been identified, measures to mitigate those impacts will be described in the Mitigation chapter. The chapter will also consider when mitigation measures will need to be implemented. These measures will be developed and coordinated with the responsible City/State agencies, as necessary, including the LPC, DOT, and DEP. Where impacts cannot be fully mitigated, they will be described as unavoidable adverse impacts.

21. Alternatives

Comment 21.1: The DEIS should investigate a number of other alternatives:

- 1) A strengthened IBZ alternative - a zoning strategy focused on restricting nonmanufacturing uses and supporting light manufacturing combined with an incentive strategy.
- 2) A lower density alternative, described in more detail below [refer to comment 21.2].
- 3) Chestnut Dinsmore – an alternative which would permit a mix of uses with a focus on job creating, light manufacturing uses and recreation center instead of housing.
- 4) There may be need for a mandatory IZ alternative but that proposal information is not yet available. (3)

Response: The FSOW has been updated to identify the alternatives to be evaluated in the EIS. The selection of alternatives to the Proposed Actions was determined in accordance with *CEQR Technical Manual* guidelines, taking into account the nature of the project, its stated purpose and need, potential impacts, and the feasibility of potential alternatives. As indicated in the FSOW, the alternatives include a No-Action Alternative, a No Unmitigated Significant Adverse Impact Alternative, and a Lower Density Alternative.

Comment 21.2: As a part of the study it would be helpful to model a few different density frameworks to help inform the public and my office about the different approaches, urban design implications, and potential impacts of each of the scenarios described below. In particular, as a part of the urban design analysis it is important that DCP and its consultant model these alternatives:

- 1) R7A in addition to R8A in all of the locations where R8A is mapped
- 2) R6A instead of R7A in areas where the R7A is proposed to be mapped
- 3) C4-4D which has a R7A equivalent rather than a R8A

4) C4-5D which has a R7A equivalent rather than a R7D. (3)

Response: The Lower Density Alternative was developed for the purposes of assessing whether lower density residential development in some portions of the rezoning area would eliminate or reduce the significant, adverse impacts of the Proposed Actions while also meeting the goals and objectives of the Proposed Actions. As outlined in the FSOW, under the Lower Density Alternative, some of the proposed M1-4/R8A districts would be replaced with M1-4/R7A and C4-4L districts, two areas that are proposed for C4-4D would be replaced with M1-4/R7A and C4-5D, one area proposed for M1-4/R7D would be mapped with M1-4/R7A, and one block proposed for C4-5D would be mapped with R7A/C2-4.

Comment 21.3: DCP must consider alternative measures where it determines that significant adverse impacts will occur. The EIS should include an in-depth discussion of alternative measures for each Task, as well as how these alternatives would be implemented and the party responsible for their implementation. (5)

Response: As noted in response to Comment 21.1, the FSOW has been updated to identify the alternatives to be evaluated in the EIS. The EIS will include an assessment of each analysis area for all alternatives, and the finding, including impact determinations, will be compared to future conditions with the Proposed Actions.

Comment 21.4: The EIS should assess the alternative of preserving all industrial land. (5)

Response: See response to Comment 21.1.

D. MISCELLANEOUS/OTHER COMMENTS

Comment 1: I am generally supportive of this plan for its ambition and creativity. (1) We are supportive of the Mayor's plans to up zone, but we need details. (7)(15) The proposed rezoning of East New York, if done properly and with community input, has the ability to bring many benefits to our community. (25) The Municipal Arts Society of New York supports the proposal's laudable goals. (33)

Response: Comment noted.

Comment 2: Given the Proposal's scale and complexity, we believe that the City should go beyond previous efforts and standard processes to facilitate an inclusive discussion with the affected population. We believe a fully robust public discussion, which engages all stakeholders in the community, will result in better outcomes and meet mutually desired outcomes. (33)

Response: Comment noted.

Comment 3: It is important to have the community's interests represented, as this is the first of 15 identified rezoning areas. (2)(3)

Response: Comment noted. The community will have the opportunity to represent their interests on the Proposed Actions at multiple milestones throughout the ULURP and CEQR processes. In accordance with CEQR guidelines, all public comments on the DSOW have been considered in preparation of the FSOW, and all written comments are provided in the FSOW document. All public comments on the DEIS received at the DEIS Public Hearing and during the DEIS public comment period will be considered in preparation of the FEIS. Advanced notice of the DEIS Public Hearing will be advertised stating the time and place of the hearing in accordance with CEQR guidelines.

Comment 4: The proposal is a great opportunity for the community and an opportunity for investment. For this plan to work, the City must make investments for the community that exists here now—not just for the community they think will exist here in 15 years. (3)

Response: Comment noted.

Comment 5: Not in favor of the rezoning of East New York at this time until further and more detailed information and unmentioned issues and concerns are addressed concerning the East New York Community as a whole. (14)

Response: Comment noted.

Comment 7: [CB5] takes issue with the incredibly narrow window that was given to review a document and plan that will have an impact for decades to come, not just on the area proposed in the draft scope, but in the surrounding areas of the community and others as well. Community Board #5 intend to do a thorough review of the draft scope which you will receive within 30 days. (10)

Response: The DSOW public comment period was established in accordance with CEQR guidelines, which requires 30-45 days between issuance of the DSOW and the public scoping meeting, and ten days between the public scoping meeting and the end of the public comment period.

Comment 8: DCP and other city agencies are continuing the public engagement process through 2015, which leaves room for the Proposed Actions to be further modified. Because the Draft Scope does not provide for the assessment of potential impacts resulting from any modification of the Proposed Actions during future public engagement meetings, the EIS should not be finalized until the public engagement process has concluded. (5)

Response: The EIS will analyze the Proposed Actions as presented in the FSOW. Should the project be modified during ULURP, an analysis of the modified project on the applicable analysis areas will be provided in the FEIS, or in subsequent Technical Memoranda, as warranted.

Comment 9: The communities of CHENY should be engaged and included throughout the process of drafting the EIS. Our community members should be given adequate time to respond and their input should help shape the EIS. To facilitate this collaborative process, we implore the City to provide simultaneous translation in Spanish and Bengali at all sessions and hearings. (5)

Response: Comment noted.

Comment 10: The EAS review public meeting was never mentioned at any of the community board 16 meetings that I attended neither the full board meetings nor the land use meetings. We request that this EAS review process be redone, extending the timeframe of response and having a public hearing for community board 16 separately, to allow for Ocean Hill-Brownsville to respond. The entire process for this plan, because it is across two community boards, should be separated for the purpose of public hearings and voting approval. (19)

Response: See Comment 7. The comment period in the DSOW was established in accordance with CEQR guidelines and regulations that establishes timeframes and makes no accommodations for comments from certain entities. The public scoping meeting on March 5, 2015 and 40-day comment periods for the DSOW were fully open to the public.

Comment 11: [We] Request a more accurate and fairly accessed proposal of the NYC Department of City Planning Proposal. Request More Clarity and Precise Definitions of NYC Department of City Planning Rezoning Proposal/Laws. (14)

Response: **Comment noted.**

Comment 12: Broadly speaking, we cannot operate within a CEQR framework which simply tries to mitigate impacts created, we need to invest in East New York in a way that addresses decades of disinvestment and truly creates an economically vibrant, socially equitable, and livable community. To do this, the City must take a genuinely different approach to rezonings and make the critical details of this plan available to the community. We have an opportunity to achieve real progress for East New York and Cypress Hills, but we have an extraordinary amount of work to do to get there. (3)

Response: **This issue is outside the scope of CEQR.**

Comment 2.7: Given the number of people without a bachelor's degree, the manufacturing sector offers a tremendous opportunity for residents to access comparatively good paying jobs. (3)

Response: **Comment noted.**

Comment 13: In 2009, Broadway Triangle was rezoned for affordable housing. The rezoning and its housing provisions, however, violated the federal Fair Housing Act by creating a disparate impact on minority families and perpetuating residential segregation in North Brooklyn. The Broadway Triangle Community Coalition (the "BT Coalition"), successfully demonstrated that the rezoning excluded minority residents from much of its housing and exacerbated existing segregation in this area of Brooklyn. The Court granted the BT Coalition's request for a preliminary injunction, finding that the City violated its legal obligations under federal fair housing laws, halting the City's development plans for the area. (5)

Response: **Comment noted.**

Comment 15: The Coalition believes in the importance of promoting professional growth for the residents who will be affected by the rezoning. The EIS should note the need for professional growth and how DCP intends to execute a plan that would enable residents to participate in the growth and prosperity of CHENY. (5)

Response: **This is outside the scope of CEQR.**

Comment 20: The only senior center in the area is the Cypress Hills Fulton Street Neighborhood Senior Citizens' Center, located at Fulton Street and Richmond Street. The current status of funding and programming for this senior center would be useful, as well as an examination of the potential need for additional senior centers. (3)

Response: **This is outside the scope of CEQR.**

Comment 21: Given the existing capital needs for park maintenance and green infrastructure development, a community economic development strategy could include a local hiring component for such infrastructure work, particularly in jobs that would be accessible to local residents. It is worth noting that East New York Farms involves residents in agricultural activities and this non-profit could be a valuable partner in an open space-oriented local hiring program. (3)

Response: **Comment noted.**

Comment 22: With rezoning comes rising land values and increased tax burdens. Would like to see a plan for how the City will manage this increased tax burden. Potential strategies include freezing tax assessments for small homes and the administration could offer abatements in exchange for affordability agreements to small landlords. Need to see a viable plan from the relevant agencies

(DOF, HPD) to address this issue as well as a careful study of potential increases in property taxes and how that might lead to additional displacement. (3)

Response: **This issue is outside the scope of CEQR.**

Comment 23: The EIS should address providing real property tax abatements to landlords of small buildings (1-4 family homes) who rent apartments to eligible low- and moderate- income tenants at below market rates. Rising pressure from speculative investment purchasers, rising real estate costs, and property tax increases are putting at risk this important pool of affordable housing and the EIS should evaluate this alternative. (5)

Response: **See response to Comment 20.1, above.**

Comment 24: The Coalition recommends that the EIS assess (i) reclassifying investment purchased small buildings as Class 2 properties so that they are taxed at a lower rate and (ii) increasing the New York City Real Estate Transfer Tax on transfers of non-owner occupied units. These policies could reduce speculation, which has driven up rental prices for tenants and local families. (5)

Response: **This is outside the scope of CEQR.**

Comment 25: The project has the potential benefits of affordable housing and good jobs, but there needs to be accountability and transparency. Since the developers will be receiving tax breaks, public subsidies, or other government incentives, which are all a use of tax dollars, the developers should be required to give back to the community. The amount of money being given to these developers should be disclosed, as well as where the money is coming from. (17)

Response: **Comment noted.**

Comment 26: We request implementation of a tax abatement program, similar to Philadelphia's LOOP program, for the current homeowners to assist with tax increases that will arise with the zoning changes. (19)

Response: **This issue is outside the scope of CEQR.**

Comment 27: Property taxes are increasing every year. How is DCP planning for and regulating this? What will be the strategy for managing property tax increases for homeowners? (3)(14)

Response: **This issue is outside the scope of CEQR.**

Comment 28: Local hiring of laborers and contractors needs to be addressed in the EIS. Local hiring needs to include specific plans for hiring local contractors and suppliers. There are numerous businesses in Community Board 5 that are either construction trades or construction suppliers. These businesses already hire locally and since they are here they should benefit from that. For those firms hired for construction that are not in the area there should be minimum numbers of local persons hired and that should be in proportion to the labor contract. (5)

Response: **This issue is outside the scope of CEQR.**

Comment 29: The EIS should address implementing a MWBE program. Businesses that are city certified MWBE firms and are local should receive preference for selection. There is no reason that a business cannot be given a specific certification based on location and that it not be as cumbersome as obtaining the city's MWBE certification. (5)

Response: **This issue is outside the scope of CEQR.**

Comment 30: The lack of good jobs has made the need to build and preserve affordable housing even more urgent. Affordable housing can be achieved in two different ways - 1) lowering housing prices, and 2) creating good jobs with good pay that helps raise working people's ability to afford housing. (13)

Response: **Comment noted.**

Comment 31: We need construction jobs in East New York that pay the same wages and benefits as the jobs in Manhattan. We need cleaning, maintenance and security officer jobs in East New York that pay the same wages and benefits as the jobs in Manhattan. And if anyone is going to put a hotel here, those jobs should pay the same as the hotels in Manhattan. We shouldn't have second class jobs because we happen to live or work in East New York. (25)

Response: **Comment noted.**

Comment 32: The city has worked with developers and communities before to ensure that new developments provide good jobs and affordable housing. Developments like Gotham West, Hunter's Point South, and Astoria Cove are great examples. Working together in East New York provides us all with the opportunity to create more affordable housing for our residents, improve our transportation and infrastructure, as well as possibly create more public space and schools. There is a lot of potential, but any new development must be performed in a responsible manner that provides good wages and benefits to the workforce. (25)

Response: **Comment noted.**

Comment 33: We need union jobs with benefits. (7) We need career oriented, well-paying jobs for local residents. We have hundreds of union workers in our community and we have hundreds more that could be union workers if given the opportunity. (15) We need more jobs and apprenticeship training. (31) ENY residents should be able to work the jobs that are created, and apprenticeship programs should be initiated to facilitate existing residents to qualify for these jobs. (17)

Response: **This is outside the scope of CEQR.**

Comment 35: The policy of the city should be to promote good jobs that bring money back into our community. The policy should be to give residents of East New York an opportunity to work on the jobs that will be created in our community. The policy of the city should be to create safe jobs so that workers and the public are protected because the workers have had a chance to develop safe work practices and the skills necessary for the jobs through state-approved training and apprenticeship programs. (17)

Response: **Comment noted.**

Comment 37: All projects using any public subsidy should include public benefits that include labor standards and a system for transparency and accountability. (17)

Response: **Comment noted.**

Comment 38: It is important that developers who are going to build in East New York use contractors and employers who participate in state approved training and apprenticeship programs. These programs teach safe work practices. Because construction work is temporary work, the training and apprenticeship programs create opportunity for work on other projects so that we can have careers in construction. (25)

Response: **Comment noted. This issue is outside the scope of CEQR.**

Comment 39: In anticipation of the jobs that will come out of the new construction in the area, city agencies should begin now to provide training for construction jobs and the level of community placement of site workers for any upcoming RFPs in the area must be confirmed before any rezone is approved. Because the bulk of the land this area of the rezone is private, a special process should be put into place that would require developers to hire locally or opt out by paying into a community benefits fund. (19)

Response: Comment noted.

Comment 41: We ask the Department of City Planning to identify what employment sectors will create these jobs through which sites and which developments? We need to know what the educational and training requirements are for these jobs and if they match the profile of current community residents and if not- what supports can be put into place to insure that residents are ready for these opportunities? (22)

Response: This issue is outside the scope of CEQR.

Comment 42: We need to see a commitment on behalf of the City that economic opportunities created by the re-zone will go to current community residents and local small businesses. Residents are not interested in pursuing minimum wage jobs. We seek career ladders and career advancement in sectors such as manufacturing, construction, health care and IT. (22)

Response: Comment noted.

Comment 44: All development in the area should be done by union workers. (13)

Response: Comment noted.

Comment 45: The EIS must specify plans to increase the amount of inspectors in all agencies impacted by the rezone plan. The number of additional site inspectors needed from DOB and HPD needs to be determined as this will overload the existing staff. An overloaded staff can lead to health and safety issues on site. The EIS must evaluate whether the City has the full cooperation from state and federal agencies that share in oversight of health and safety issues, such as OSHA. (5)

Response: This issue is outside the scope of CEQR.

Comment 46: New York City Small Business Services (SBS) has a training unit with a budget for training. This unit should hire an OSHA-10 trainer, which is the minimum requirement needed to work on a construction site. The City should allocate slots for OSHA-10 training based on residency within the community. The Coalition recommends expanding the training unit to do basic construction training in the community or increasing grants to organizations that provide construction skills. (5)

Response: Comment noted.

Comment 47: Will churches be able to remain open for their communities? (14)

Response: Task 3 “Socioeconomic Conditions” in the DSOW will have the EIS assess the Proposed Actions’ potential for direct and indirect institutional displacement.

Comment 48: Will students have growing opportunities and advantages to continue their educational studies here in East New York? (14)

Response: See response to Comment 4.2.

Comment 49: Will senior citizens have the right to have and sustain quality of life and living conditions? (14)

Response: As per the DSOW, the Proposed Actions would not directly affect any senior services.

Comment 51: Will renters have the resources and opportunities to become 1st Time Home Buyers? (14)

Response: This issue is outside the scope of CEQR.

Comment 52: Will there be an infrastructure for colleges and medical school to be built in East New York? (14)

Response: This issue is outside the scope of CEQR.

Comment 54: Does the plan allot for Youth and Young Adult Opportunities and Resources in the areas Of Communication Development of The Arts, Theater, Music and Media Production? (14)

Response: Under the RWCDs presented in the DSOW, the Proposed Actions would result in the development of 378,987 sf of incremental community facility development. While no specific community facility tenants are identified, under the RWCDs it is anticipated that these community facility uses would include houses of worship, medical offices, Pre-K school uses, and community center uses.

Comment 55: Does this plan include an African American museum of history, literature and technology? Does it include a Latina, Spanish American museum of art, history and culture? (14)

Response: See response to Comment 54, above.

Comment 56: Will the community have an opportunity to have a sit down with all proposed developers of the East New York economic development? (14)

Response: As per the DSOW, the Proposed Actions does not have any proposed developers, but, rather, is an area-wide rezoning proposed by DCP.

Comment 57: We request that the Tenant Harassment Prevention Task Force begin outreach to the community now; the rezoning process and conversation has begun and landlords are increasing rents in anticipation of the influx of residents. (19)

Response: Comment noted.

Comment 58: We request the development of a special permit process to prevent the development of additional shelters and transitional housing, requiring oversight by the local community board before building is approved and requiring city council approval. (19)

Response: This is outside the scope of CEQR.

Comment 59: Housing lottery policies need to be overhauled and including in the Draft Scope, and DCP needs to provide information on how it will improve the selection process by tying in other city programs, like the Department of Consumer Affairs "Financial Empowerment Centers" to improve local residents' credit. (28)

Response: The Proposed Actions, as listed in the DSOW, do not include any changes to existing housing lottery policies or the affordable housing selection process.

Comment 60: The project needs to strengthen the community with jobs; the manufacturing industry could be strong. (3)

Response: As outlined in the DSOW, it is anticipated that the Proposed Actions would result in 3,987 net jobs over the No-Action condition.

Comment 61: 80% of residents' incomes go towards housing. The project needs to be more affordable and needs to create jobs for the community. We need to create opportunities for everyone. (7) We need housing affordable to residents making \$20,000 a year. (15) I want affordable housing. (4)

Response: Under the Proposed Actions in the FSOW, it is anticipated that a net 3,447 affordable units would be developed in the rezoning area in accordance with the proposed MIH program. The Affordable Housing Assumptions used under the Development Scenario Parameters in the FSOW are that 50 percent of all aggregate units created will be affordable to low-income households, with the remaining housing affordable to moderate- or middle-income households, or higher-income households.

Comment 64: We don't want kids who grew up here to come back and not be able to afford it. (21)

Response: Comment noted.

Comment 65: The proposal is focusing on development, not people. (13)

Response: Comment noted.

Comment 66: We need services and stores that serve us. We need schools that work for our children. (15)

Response: Comment noted.

Comment 67: The project needs to ensure that all residents have access to FRESH supermarkets. (1)

Response: As outlined in the DSOW, under the RWCDs, it is anticipated that 60,000 sf of FRESH supermarket uses would be developed under the With-Action condition, representing a net 30,000 sf over the No-Action condition.

Comment 68: Our garden has a green market, and we can't compete with the supermarkets. (15)

Response: This is outside the scope of CEQR.

Comment 69: ENY is changing from being neglected for so many years to being the epicenter of great plans for the future. We don't want project to benefit only those who do not live here now. We don't want this project to divide the community. (21)

Response: Comment noted.

Comment 70: HPD buildings are not up to the standards to sustain the number of people who are living in them. (29)

Response: This is outside the scope of CEQR.

Appendix 7

Written Comments on the Draft Scope of Work



OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

**The proposed draft scope of work for the East New York Community
Brooklyn Borough President Eric L. Adams**
March 5, 2015

Good Evening,

I want to thank the Department of City Planning for allowing me the opportunity to comment on the proposed scope of work of the East New York Community Plan. I also want to thank the residents of East New York for being very diligent and active in participating in this community process.

Today, I am here to listen to what the community has to say, so I can take those comments into consideration when I formally submit my comments by March 16th. However, I would like to share some of my concerns today.

The East New York Community Rezoning plan has the potential to transform East New York and I know the city has every intention to continue to develop the best plan on behalf of the residents that incorporates community input, design, and guidance. I would like to highlight six areas that I feel the Environmental Analysis should carefully consider:

Understanding Displacement

A common recurring theme that has been discussed and raised by members of the community is the potential displacement of residents. With speculators

already targeting residential buildings and aggressive investors seeking to get property owners to sell, the possibility of displacement is a major concern for the community that must be carefully analyzed. With increasing rents and the limitations of provisions relating to the rent guideline laws to protect affordable housing, understanding the true risk of displacement must be the number one priority going forward.

Housing Affordability

Providing a sufficient amount of affordable housing continues to be a focal point of community concerns. It is imperative that estimates of proposed housing affordability can be substantiated. Until the city's new mandatory inclusionary housing program text is circulated along with other strategies by the city, it remains unclear how the 33 percent in the scoping document is achieved.

Addressing UPK

With the increase in residential population, the need for an adequate number of school seats must be met. This consideration must extend to the Mayor's UPK initiative, a new program that will provide universal pre-K for four year olds and after school programming for middle school children, as part of a comprehensive program to enable city children to fulfill their potential. We must ensure existing and future young people have access to this important program.

Transportation

The existing transportation infrastructure in East New York provides a tremendous opportunity to the community to have easy access and frequent service. I look forward to learning more from the analysis about how the transit system will continue to provide the community with easy access to all points of the City of New York and Long Island without overcrowding. In addition to the analysis of public transit, traffic and pedestrian movement, and cycling infrastructure should be analyzed.

Area Supermarkets

There are several supermarkets in the area that the city is proposing to allow for significant residential development. It is important to understand that in the future there will be adequate availability of supermarkets that will provide fresh and healthy food to area residents.

Commercial Uses

There are more opportunities around Broadway Junction to promote commercial development. This could give East New York residents closer access to potential jobs and retail.

The industrial area in East New York is an important part of the community and Brooklyn as a whole. The industrial zone covers a 40-block area in East New York. The business environment in the industrial zone is integral to local job and economic activity in the area. The plan must continue to support industrial manufacturing and explore all ways to keep jobs in East New York.

Thank you.



OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

ERIC L. ADAMS
President

March 16, 2015

Mr. Robert Dobruskin
Director
Environmental Assessment and Review Division
Department of City Planning
22 Reade Street, Room 4E
New York, New York 10007

Dear Mr. Dobruskin:

I am writing to submit comments in response to the proposed scope of work for the Draft Environmental Impact Statement (EIS) for the East New York Plan.

As I noted in my testimony on March 5, 2015, the proposal to rezone this section of East New York, Cypress Hills and Oceanhill is just one of the many aspects of Mayor de Blasio's Affordable Housing Plan. The Housing Plan is a bold first step to produce and preserve 200,000 units including 80,000 new units. I am generally supportive of this plan for its ambition and creativity.

I would like to use this as an opportunity to commend Mayor de Blasio, Deputy Mayor Glen, the Department of Housing Preservation and Development (HPD) and the Department of City Planning for the tremendous dedication in bringing this plan to fruition.

Out of this plan came a proposal to rezone large areas of East New York, Cypress Hills and Oceanhill to facilitate residential development. With the adoption of this plan, it is possible that more than 10,000 units will be constructed over the next fifteen years, as well as other community investments.

Many individuals and organizations made use of the public hearing to convey their concerns regarding proposed rezoning of substantial areas of East New York, Cypress Hills and Oceanhill. While every concern noted is important, the key issue that must be addressed is the need to provide affordable housing for the residents of East New York, Cypress Hills and Oceanhill without inducing displacement associated with the anticipated market rate units.

There is a severe affordable housing crisis in New York City that without a doubt affects these communities. We cannot just accept the fact that more and more families in Brooklyn are being forced to choose between rent and other necessities, such as food. In fact, the 2010 Census found that 643,301 renter households in Brooklyn spend half or more of their income on housing, while another 157,621 spend 30 to 50 percent.

Within East New York, Cypress Hills and Oceanhill, the Census identified widespread poverty. Over 146,614 people, or 35 percent of the population, are living in households below the poverty line.

The median household income was just over \$39,000, or \$9,000 less than the City as a whole. Almost 18 percent of the community's households are eligible to receive Section 8 vouchers -- but of course there are no vouchers available.

The City has developed a bold vision for the creation of new housing in East New York, Cypress Hills and Oceanhill, yet there are many outstanding questions that need answers, including:

- How affordable will the units be for existing residents?
- What is the City doing to discourage displacement?
- What is the City doing to protect and strengthen jobs and manufacturing in the community?
- What is the City proposing to improve street safety and transit to accommodate the proposed increase of residents and economic activity?

These, and other questions, are raised in my enclosed formal comments on the Draft Scope of Work.

In addition to my comments, there are many recommendations that can be pursued, individually or in combination, that may provide a means to augment affordable housing as part of this plan. There is the possibility of using the disposition of City and State owned-property, as identified in my Housing Brooklyn report, including the Grant Avenue Field municipal parking facility, NYCHA campuses, the State-owned property at Spring Creek, and the surplus site area for the building that had been proposed for a Brownsville Community Justice Center as a means to leverage additional affordable housing opportunities. The City should further analyze the potential of its available development rights for similar assets that have been already inventoried by my office and provided to the Deputy Mayor's Office with my housing report. The City should also collaborate with area faith-based institutions to achieve affordable housing with such institutions with available development rights.

In addition, though the plan has not proposed rezoning for the blocks immediately around the Broadway Junction transit hub, I believe this area presents a wonderful opportunity to promote City-tenanted office development that would amount to a tremendous stimulus for economic and retail development.

Mr. Robert Dobruskin

March 16, 2015

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The proposal is a first step in a broader conversation to identify a solution to the long-standing problems of affordability and economic opportunity in East New York, Brooklyn and New York City as a whole. I am confident that the City, working in concert with the communities and their elected officials, will find those solutions.

If there are any questions, please feel free to contact Mr. Richard Bearak, my Director of Land Use, at (718) 802-4057.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric L. Adams". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Eric L. Adams

Brooklyn Borough President

EA/rb

Enc.

cc.: Hon. Inez Barron
Hon. Rafael Espinal
Hon. Darlene Mealy
Mr. Andre T. Mitchell, Chair, Community Board 5
Mr. Walter Campbell, District Manager, Community Board 5
Mr. Winston Von Engel, Brooklyn Office Director, Department of City Planning

**Comments of Brooklyn Borough President Eric L. Adams
In Response to the Proposed Scope of Work for the
Draft Environmental Impact Statement for the
East New York Community Plan**

B. REQUIRED APPROVALS AND REVIEW PROCEDURES

In addition to the actions listed in Draft Scope of Work, include the following action:

- A zoning map amendment to change from M1-1 and M1-2 to map C8-4 around the Broadway Junction. These recommendations would facilitate office and destination retail development.

F. DESCRIPTION OF THE PROPOSED ACTION

Proposed Zoning Districts

In addition to the proposed actions listed, include the above referenced zoning map amendments.

With the office vacancy rate in Downtown Brooklyn reaching a new low of 3.4 percent, there is a major need for office space to harness the demand in that section of Brooklyn. One approach for the City to accommodate demand for office space opportunities in Downtown Brooklyn is by relocating City Agencies to the Broadway Junction.

City agency relocation could be achieved through any combination of either vacating agencies from municipal buildings and/or identifying Downtown Brooklyn landlords who believe it is more lucrative to mutually terminate leases with the City. By relocating offices to Broadway Junction, the City would potentially improve public access to civic services and stimulate the private sector to provide supportive retail, including destination retail, and restaurants for office workforce and visitors, which would also serve area residents.

G. ANALYSIS FRAMEWORK

Reasonable Worst-Case Development Scenario (RWCDS)

Development Site Criteria

Given what typically occurs when real estate markets begin to thrive, as opposed to the listed minimum lot size of 5,000 square feet, it is reasonable to assume that vacant and underutilized lots meeting the minimum size required by zoning for residential development, would be attractive for development.

As for sites of schools, municipal libraries, government offices, etc., the Borough President's Office has identified those sites that are built to less than half of the permitted floor area as a means to identify possible affordable housing opportunities. The City should be looking to leverage these development rights where feasible and appropriate. Although development on municipal property likely requires discretionary action from

pertinent government agencies, and thus, subsequent environmental review, including these sites now in the analysis would allow for a more in depth cumulative impact analysis as opposed to a piecemeal review.

As part of the Borough President's Faith-Based Property Development Initiative, he is collaborating with such faith-based institutions to determine if there are excess development rights and, to the extent feasible, to provide for affordable housing development. Therefore, it is reasonable to assume that the proposed rezoning should analyze such available development rights where they can be feasibly allocated.

Multi-unit buildings that require relocation of tenants of rent-stabilized units should not be excluded when the development is utilizing less than half of the permitted floor area because being stabilized is not a legal deterrent – as witnessed along Fourth Avenue in Park Slope – for vacating tenants for the purpose of demolishing the building. Otherwise, the study would avoid disclosure of direct displacement.

It appears that by excluding sites smaller than 7,500 sf occupied by existing residential development and/or sites with multiple commercial tenants from the development criteria when they are built to less than half of the permitted floor area is another form of avoiding disclosure of direct displacement, and thus should be reconsidered.

Development of Projected and Potential Development Sites

Given the 15-year build out term, categorizing assemblages with ten or more commercial tenants as a potential site as opposed to being projected sites appears misguided as it is not expected that leases would typically exceed 15 years. Therefore, for purposes of analysis, it is reasonable to assume that developers will purchase such buildings, empty out commercial occupants, and construct available floor area to the maximum extent permitted.

Modifying the criteria based on all of the above would be expected to increase the number of development sites above the 187 identified in the draft scope and therefore have implications with density-related impacts such as the resulting traffic, community facility use demands and open space use. In addition, it might help disclose the presence of hazardous materials related to site-specific impacts.

Development Scenario Parameters

DWELLING UNIT FACTOR

Determining the number of units by dividing residential floor area by 1,000 does not appear to be consistent with development trends largely established by the private sector for apartment building development. The trend has been to construct fewer two- and three-bedroom units. Therefore, unless the zoning came with adequate density controls to support the assumption of 1,000 sf gross unit size, using such a factor would more than likely understate the number of apartments.

AFFORDABLE HOUSING ASSUMPTION

As there are virtually no private sites to confirm any trend of whether private sites would resemble recent multi-family development on what were government-owned sites, it appears questionable to assume that 33 percent of the units developed according to mandatory zoning regulations would be affordable to lower income households.

Assuming a strong enough market to be able to cross-subsidize 20 percent of the housing as affordable according to what many anticipate would be the requirement for mandatory affordable housing, it would mean that approximately 1,500 units would be built on sites that would have no market rate housing. It seems to be overly ambitious to expect that government subsidies would be provided that extensively for privately-owned properties to feasibly develop that much affordable housing. Therefore, it does not appear that the intended analysis would be taking a conservative enough approach by assuming one-third of the units being affordable without any official basis to assure such an outcome. Doing so merely gives the impression that the East New York Plan would result in a more significant amount of affordable housing than can otherwise be guaranteed.

Future with the Proposed Actions (With-Action Conditions)

As noted above, the total number of sites expected to be developed is likely understated for analysis purposes as the screening methodology eliminates candidates for likely development. Therefore, assumptions for amount of residential floor area might also be understated.

In addition, assumption for specific sites projected for commercial uses, industrial uses and community facilities are likely overstated without zoning text mandating such uses. This could result in designating floor area that would seem more reasonable to be assumed for residential development and, at the same time, the existing zoning text only incentivizes FRESH supermarket development, with no guarantees. Specific sites where assumptions might be in question are:

- Site 1 31,033 sf of community facility space;
- Site 14 10,000 sf FRESH supermarket and 22,118 sf of community facility space;
- Site 15 6,750 sf of light industrial space;
- Site 24 60,000 sf of community facility space;
- Site 26 12,500 sf of office space;
- Site 37 50,933 sf of reuse as office space;
- Site 43 51,600 sf of community facility space;
- Site 46 21,981 sf FRESH supermarket;
- Site 66 107,251 of industrial space and 107,252 sf of community facility space;
- Site 67 30,000 sf FRESH supermarket, 57,241 sf of office space and 220,360 of community facility space;
- Site 72 19,94 sf of community facility space;
- Site 81 33,120 sf of community facility space;
- Site A6 10,140 FRESH supermarket and 12,675 sf of community facility space;
- Site A7 20,700 sf of light industrial space;

- Site A8 20,700 sf of light industrial space and 15,000 sf of community facility space;
- Site A28 18,000 sf of FRESH supermarket space;
- Site A34 14,085 sf of office space;
- Site A37 5,850 sf of light industrial space;
- Site A43 26,232 sf of community facility space;
- Site A59 32,445 sf of community facility space; Site A73 55,740 sf of community facility space;
- Site A74 13,259 sf of FRESH supermarket; and,
- Site A105 64,800 sf of office space.

These assumptions would likely reduce the number of anticipated workers for the analysis.

Modifying assumptions for these sites would alter Table 1 2030 RWCD No-Action and With Action Land Uses, including 60,000 sf for FRESH supermarkets, 191,887 sf for office use, 152,968 sf for industrial use and 535,959 sf for community facility use.

In addition, the assumption of population being 2.99 persons per dwelling unit in CD 5 and 2.75 in CD 16 seems low if using 1,000 sf per gross dwelling unit size – which further suggests that a smaller average apartment size should be used to determine the number of units. The number of persons per dwelling unit should be based on those households that tend to live in apartments as opposed to smaller dwellings.

Accurate assumptions are critical to properly project demands on community services and infrastructure, particular school seats and open space. Based on the CEQR Manual, lower income households are typically assumed to have more children attending the public school system and more bedrooms translate into more school age children. In addition, the number of affordable units and household incomes of occupants of those units may assist in projecting the number and type of affordable units that may be expected based on utilization of available programs.

H. PROPOSED SCOPE OF WORK FOR THE EIS

Task 1. Project Description

No Comment.”

Task 2. Land Use, Zoning and Public Policy

No Comment

Task 3. Socioeconomic Conditions

The net increase of 6,970 residential units should be re-evaluated based on modifying the screening for development and assumed gross apartment size.

Direct displacement of residents should be assumed to be a greater number of households than indicated based on modifying assumptions pertaining to rent stabilized buildings and small mixed use buildings being screened as development sites. The modified screening

might alter the assumption that less than 500 residents would be directly displaced and therefore require analysis in the EIS.

Direct Business Displacement

Direct displacement of commercial businesses and employment of those sites should be based on a significantly expanded number of sites. As businesses that provide products or services essential to the local economy are displaced from the “trade area”, local residents might see significant impacts. As a result, the analysis should consider whether including sites with ten or more establishments might trigger such an outcome. In addition, although FRESH zoning provides an incentive to replace supermarkets that would become development sites, this zoning does not guarantee a replacement supermarket. As a result, the analysis should consider the possible closing of supermarkets.

Indirect Residential Displacement

Secondary residential displacement should be discussed in the context of an anticipation of more sites being used for housing and whether that might make existing dwelling units that are without rent protection more attractive to households willing to rent such apartments at higher rents. This situation would accelerate a trend that may potentially displace vulnerable populations.

Task 4. Community Facilities and Services

Future with-action projections should be based on expanded number of sites and revised assumptions for household size and should assume less community facility space is developed.

Public Schools

Future conditions should assume more development sites. In addition, according to the Department of Education, the area is currently served by adequate levels of seats for UPK. The addition of additional residents and families to the community will likely fill these seats. The analysis should determine whether UPK seats will remain at adequate levels.

Conditions that would exist in the No-Action condition for high school analysis should identify projected development at Gateway Estates.

Libraries

Details pertaining to existing libraries should note whether the location is city-owned or leased (including the number of years remaining on the lease), year and extent of capital improvements and available floor area.

Child Care Centers

Details pertaining to existing child care centers should note whether the location is city-owned or leased (including the number of years remaining on the lease), year and extent of capital improvements and available floor area.

The potential effects resulting from the Proposed Actions should consider potential for direct displacement due to lease terms that do not extend beyond the Build Year of 2030 as well as potential for site redevelopment due to the extent of available floor area.

Task 5. Open Space

Future with-action projections should be based on expanded number of sites and revised assumptions for household size.

Task 6. Shadows

No Comment.

Task 7. Historic and Cultural Resources

No Comment

Task 8. Urban Design and Visual Resources

To assess the potential effects on urban design and visual resources for the potential changes, representation through graphic material should be depicted along sidewalks at eye level in order to focus on the pedestrian's experience.

Task 9. Hazardous Materials

No Comment

Task 10. Water and Sewer Infrastructure

Wastewater and Stormwater Infrastructure

As the directly affected service area is the 26th Ward Wastewater Treatment Plant, future stormwater generation from projected development sites should disclose opportunities to integrate green and blue water roof and yard treatments as well as incorporating bio-swales and other stormwater management infrastructure.

Task 11. Solid Waste and Sanitation Services

No Comment

Task 12. Energy

The analysis should identify opportunities where building heights would permit the installation of rooftop wind turbines for projected development sites and where sites might be ideal for solar energy and/or geothermal generation. In addition, the analysis should more thoroughly investigate the impacts upon the Brownsville sub-station and identify ways to accommodate additional energy demand.

Task 13. Transportation

Analysis for the future with-action projections regarding traffic, parking, transit, pedestrians and cyclists should be based on expanded number of sites and revised assumptions for household size.

Traffic

No actual intersections are provided for review. While the draft scope lists east-west travel streets, north-south streets such as Pennsylvania Avenue, Fountain Avenue and the

Conduit that connect the community to the Jackie Robinson and Belt Parkways should be adequately investigated, as well as the major destination of Gateway Center.

Subway

This subsection should include the Long Island Rail Road station and assume that the station should be operating according to reduced the fare City Ticket initiative. This should be reflected in the East New York Rezoning Transportation Planning Factors and Travel Demand Forecast Memo Table 9: Net Increment Peak Hour Subway Trips by Station table as well as in the Subway Assignment and Analyzed Stations section.

At the subway stations, analysis should identify opportunities to re-open any inactive entrances/exits and whether there are opportunities to upgrade capacity through the installation of HEET fare control elements.

Pedestrians

Specific pedestrian facilities analyzed should be inclusive of all schools, senior centers and libraries. Opportunities to implement installation of sidewalk extensions (bulb-outs/neck-downs), and other safe street infrastructure in proximity to such facilities should be identified.

Task 14. Air Quality, Task 15. Greenhouse Gas Emissions and Climate Change and Task 16. Noise

For the stationary source analysis, assume new residential development for an increased number of residential sites as referenced above.

Task 17. Public Health, Task 18. Neighborhood Character and Task 19, Construction

No Comment

Task 20. Mitigation

To address secondary and direct residential displacement and meet community goals for affordable housing, include a discussion of the possibility of using the available floor area of the City-owned-facilities as a means to leverage affordable housing. Project the number of affordable units that could result.

To address direct business displacement and address community concerns for sustaining its job base, include a discussion on rezoning around Broadway Junction to create an office and destination retail hub.

To address open space deficiencies, list sites where it may be more practical to maximize utilization as compared to providing additional facilities, evaluate the potential for converting grass/dirt playing fields to second generation artificial turf such as FieldTurf, and adding light to extend the number of hours of operation.

To address possible capacity constraints on the 26th Ward Water Pollution Control Plan, evaluate the impact of requiring blue/green roofs, bio-swales and other stormwater management infrastructure.

To address possible traffic impacts, the analysis should also include vetting of how expanded Bus Rapid Transit and bicycle infrastructure can mitigate traffic congestion and improve street safety. In addition, an analysis of the implementation of LIRR's CityTicket program should be considered.

**RESPONSE TO DRAFT SCOPE OF WORK FOR AN ENVIRONMENTAL IMPACT
STATEMENT
EAST NEW YORK REZONING PROPOSAL
CEQR NO. 15DCP102K**

**Submitted by Council Member Rafael L. Espinal, Jr.
March 12, 2015**

INTRODUCTION

As I stated at the public scoping hearing on March 5, 2015, as a life-long resident of Cypress Hills, I am excited for the opportunity to be a part of this historical process, and committed to working with the community to ensure their needs are addressed and their questions are answered. It is important to make clear that I am concerned that after months of conversations, my office has still not received adequate explanations for how this plan will impact the lives of current residents. For this plan to work, the City must make investments for the community that exists here now—not just for the community they think will exist here in 15 years. This means that before we start talking about how many more people we can fit along Atlantic Avenue, we must talk about how to take care of those who live here today.

That starts with housing—we need to address affordability levels. And when I say affordability, I mean affordability based on the income levels that exist in East New York, not in New York City as a whole. We need to know more about affordability levels for new developments on private land and for the city-owned sites HPD has recently made available through an RFQ.

Though addressing the need for affordable housing and preventing additional displacement is a clear priority throughout this process, this plan cannot focus on housing alone, it must also focus on strengthening our community with good, well paying jobs. East New York is already home to a strong manufacturing industry, and we can make it stronger through investments and zoning changes in our Industrial Business Zones.

With more people comes more need for open space, schools, and community recreation centers. The parks in our neighborhood have been neglected for too long—as a council member I have invested close to \$2 million in my first year, but the need is much bigger than my capital budget, and these are the kind of investments that can make a difference in lives today. I want to see more open space in the district, but attention must be paid to improving our community spaces—like our schools and recreation centers—which are vital to a healthy neighborhood, and all too often pushed aside when dollars run short.

While I am eager to achieve a better future for this community, I am growing increasingly concerned that after months of discussions and presentations we have many more questions than answers. I hope that over the coming weeks my questions, along with those submitted by community residents and other stakeholders, will be addressed so that we can work together to ensure this plan is one that works for the community and City alike.

In addition to my question and comments regarding specific sections of the draft scope listed below, I want to be sure to highlight the following key issues:

1) Housing

According to the 2010 decennial census, there are 39,264 people residing in blocks intersecting the study area. Of these, approximately 35% are below the poverty line based on 2008-2012 American Community Survey Data. The median income for those living in the boundaries of Community Board 5 is roughly 44% of the Area Median Income.

One of the challenges for this planning process is how to ensure the housing that is built will address the needs of those who currently live in East New York. In order for some of the housing to target the existing population, significant subsidy from HPD will be required. It is not yet clear how the administration is proposing to pair housing subsidies with zoning changes in order to ensure housing affordability for East New York residents and for newcomers.

- What is the strategy for preserving existing affordable housing?
- How will the legal resources be deployed to prevent tenant eviction?
- How will city-owned sites that are the subject of the recent HPD RFQ be used to provide housing for existing residents?

2) Economic Development

East New York contains two Industrial Business Zones: East New York IBZ and the Flatlands/Fairfield IBZ. The rezoning study area, however, only contains the East New York IBZ, which the Department of City Planning (DCP) studied during the *Sustainable Communities: East New York* planning process. DCP determined that the IBZ is currently home to more than 4,000 jobs, and between 2002 and 2011 the number of jobs increased 33 percent, though manufacturing jobs decreased in number. Warehousing and transportation jobs increased and now make up almost half the jobs in the IBZ. Homeless shelters have opened in loft buildings in the northern part of the IBZ, creating jobs in social services, though now these spaces are unavailable for commercial or industrial use.

Aside from supporting retail development along the ground floors of new apartment buildings, it is not yet clear if the administration has any strategies to support job creation in the IBZs or how they intend to create employment opportunities in addition to new housing.

I will not support a process and a zoning framework that does not strengthen the IBZ and seek to create an economic anchor with light manufacturing uses. There is publicly controlled land which can and must be put to more productive use. In order to do this we will need to examine the zoning to tighten use groups to focus on light manufacturing and we will need to think carefully about capital needs in the IBZ. In particular, we need to focus on improving the roads and the financial and tax incentives we can offer to not only create a robust economic center for the community, but also strengthen the capacity of the IBZ service provider. Our goal for this community cannot be housing alone, it must be improved permanent employment opportunities.

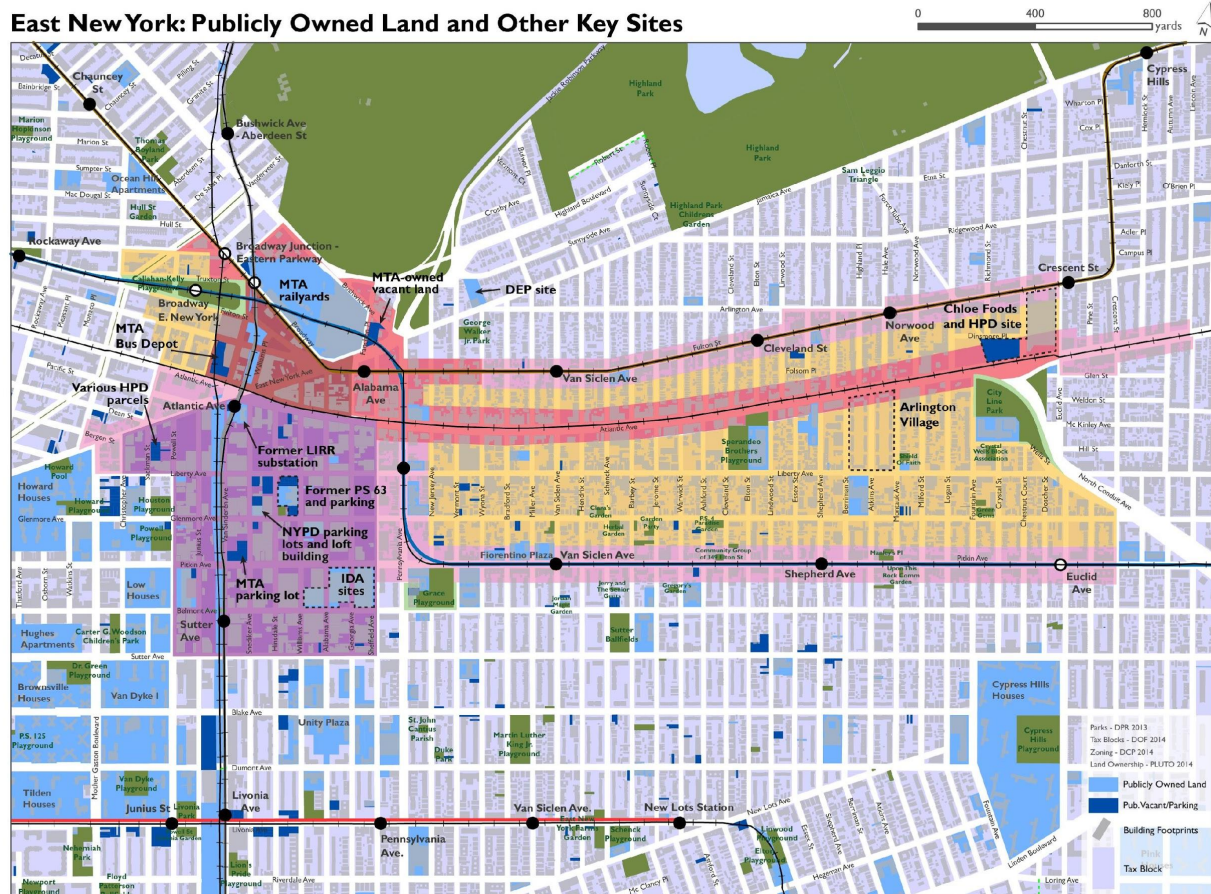
3) Capital Budget

The administration has said they are thinking comprehensively about the needs of the community and hope to use the capital budget together with rezonings to address community needs. The needs identified in the community are far reaching – parks and transit investment, sidewalks and street repair, community centers, schools, and others are described in more detail below. How specifically does the administration intend to respond to these needs? Now is the time to finally address the decades of disinvestment with real commitments to existing residents. If we only build housing we will have failed to learn the lessons of prior urban renewal efforts.

4) Key Sites

There are a few sites in the neighborhood which have the potential to be catalytic, but the final strategies for these sites is still under discussion. What is the plan for these sites?

- Chestnut Dinsmore – the city-owned land is 81,000 square feet. Cypress Hills LDC, Greenpoint Manufacturing Design Center, and the YMCA have discussed a partnership at that site that would combine a much-needed community center with light manufacturing. The DEIS must consider and evaluate the framework put forward by the CHLDC.
- IBZ city-owned sites – there are a number of publicly controlled sites which could serve as a tremendous economic anchor for the neighborhood and we need to find a way to put them to a more productive light manufacturing/industrial use.



Alternatives

Much information is missing from the proposal – the affordable housing strategy, capital budget strategy, and the details of the mandatory inclusionary zoning framework. I urge you as a part of the DEIS to investigate a number of other alternatives which would achieve many of the goals outlined above:

- 1) A strengthened IBZ alternative - a zoning strategy focused on restricting non-manufacturing uses and supporting light manufacturing combined with an incentive strategy.
- 2) A lower density alternative, described in more detail in the Urban Design section.
- 3) Chestnut Dinsmore – an alternative which would permit a mix of uses with a focus on job creating, light manufacturing uses and recreation center instead of housing.
- 4) There may need for a mandatory IZ alternative but that proposal information is not yet available.

Task 2: Land Use, Zoning, and Public Policy

There is a critical need to address the underperforming nature of the East New York Industrial Business Zone (IBZ) and to ensure that it lives up to its real potential as an economic hub for the neighborhood and the City as a whole. The East New York IBZ is a key part of the economic fabric of the community. DCP determined that the IBZ is currently home to more than 4,000 jobs, and between 2002 and 2011 the number of jobs increased 33 percent. While it is important that the IBZ has not been rezoned to residential, it has seen an influx of self-storage facilities, homeless shelters, and other non-industrial uses and we have failed to take full advantage of its economic potential.

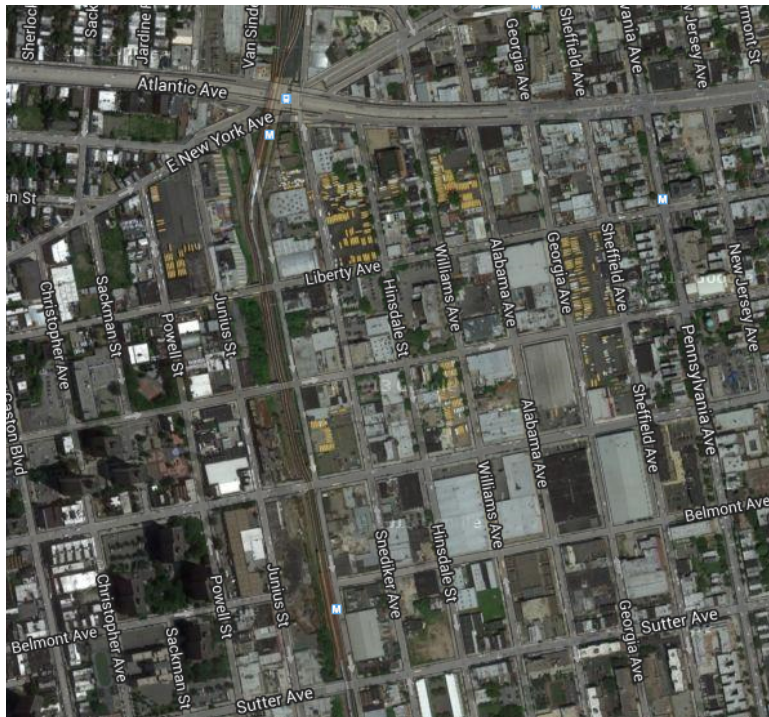
The predominant zoning is M1-4, which allows 6.5 FAR for community facilities but only 2.0 FAR for industrial use. The IBZ also has the highest number of city-owned sites in the entire *Sustainable Communities* study area, including a former LIRR substation that has been identified for potential use as a business incubator. Given this situation, how will the IBZ be strengthened to protect the jobs in the community? What sort of zoning should we put into place to make sure that industrial businesses will thrive in the area and not be crowded out by homeless shelters, self-storage units, retail and other less-job intensive uses? And what will be done with the publicly owned sites in the IBZ to foster community economic development?

We are already losing a great amount of land zoned for manufacturing with the rezoning of Atlantic Avenue; the draft scope of work acknowledges that the rezoning has the potential to displace more than 100 employees. Real estate pressure (and rezonings allowing the intrusion of residential) has forced manufacturing firms to close in higher-rent areas, and we cannot let that happen here. We need to put stronger zoning in place so that it protects and promotes manufacturing jobs. We must also make sure to leverage the publicly owned sites in the IBZ to promote manufacturing firms and jobs. There is an opportunity to pair city-owned property and capital funding in infrastructure improvements to capture firms to the area that may be getting pushed out of other neighborhoods. People need good jobs to be able to pay for affordable housing, given the high unemployment rate (more than double than in the rest of New York City), we need to focus on the economic development challenges in the neighborhood.

As an alternative, I would strongly urge the DCP to study a zoning framework for the IBZ and adjacent M districts which would tighten the zoning to focus on the manufacturing and industrial uses, and to study an increase in the FAR to allow for slightly more dense manufacturing development. My office is eager to work with the administration and the Council's Land Use staff to push that work forward as quickly as possible.

M zones and activity therein

East New York contains two Industrial Business Zones: East New York IBZ and the Flatlands/Fairfield IBZ. The rezoning study area, however, only contains the East New York IBZ, which the Department of City Planning studied during the *Sustainable Communities: East New York* planning process.



All yellow objects are school buses parked in the IBZ

Manufacturing uses represent 25% of current land use; such uses include metal works, food processing, and construction related businesses. The remaining land use largely consists of what DCP refers to as “semi-industrial” land use, or vehicle storage, vehicle repair shops, and warehousing. Potential strategies that should be studied in the EIS and as potential policy approaches include:

- tightening the zoning to protect industrial jobs (as discussed above)
- investing in the IBZ service providers
- examining incentives to support existing businesses including marketing strategies
- capital commitments to improve access/truck circulation and conditions within the IBZ
- tax incentive policy mechanisms

Educational Attainment

Given the number of people without a bachelor’s degree, the manufacturing sector also offers a tremendous opportunity for residents to access comparatively good paying jobs.

	CB 5	Brooklyn	NYC
% high school graduate or higher	76%	79%	80%
% bachelor's degree or higher	14%	33%	36%

Retail Zoning

The draft scope of work calls for over 900,000 square feet of new commercial space. While I am looking forward to new storefronts on Atlantic Avenue and other places, I am firmly opposed to big box retail stores, as they do not generally pay living wages. This zoning proposal calls for several C4 districts to be mapped in East New York. C4 districts allow big box retailers (use group 10: regional anchors) to locate in an area. Accordingly, the DEIS should focus on the impact such big box retailers have on small businesses in the area. The study should analyze the amount of money retained and reinvested in communities where the businesses are locally owned instead of nationally or internationally owned. The study should also look into the tax revenue generated by locally-owned businesses in contrast to non locally-owned businesses. These small and medium-sized businesses are the backbone of our community and should be protected through this rezoning.

The draft scope of work calls for a Special Enhanced Commercial District in the area. This district should be written to discourage big box retailers through regulations governing maximum floor area for establishments and minimum number of establishments on a frontage. It is critical that we find a way to support small businesses in the area.

It is also important that good jobs are created for local residents as a result of this development. The DEIS should identify the housing and transportation needs of the incoming workforce and ensure that wages are sufficiently high to allow the workforce to access local housing and transit. The impact of a low-wage big-box retailer on the socioeconomic conditions of the community should be thoroughly analyzed in comparison to high-road retailers.

The DEIS should also seek to identify the degree to which the incoming workforce will be local area residents. The DEIS should also seek to identify the workforce development needs of the incoming workforce, paying particular attention to local residents, and to ensure that there are sufficient funds to provide adequate outreach, job training opportunities, and job referrals to these local residents.

Task 3: Socioeconomic Conditions

HPD East New York Affordable Housing Policy?

According to the 2010 decennial census, there are 39,264 people residing in blocks intersecting the study area. Of these, approximately 35% are below the poverty line based on 2008-2012 American Community Survey Data. *The median income for those living in the boundaries of Community Board 5 is roughly 44% of the Area Median Income.* This translates into a median income of about \$37,000 for a family of four. At this median income an “affordable” (no more than 30% of income) two-bedroom apartment would cost about \$834 a month.

One of the challenges for this planning process is how to ensure that the housing built will address the needs of those who currently live in East New York. In order for some of the housing to target the existing population, significant subsidy from HPD will be required. It is not yet clear how the administration is proposing to pair housing subsidies with zoning changes in order to ensure housing affordability for East New York residents and for newcomers. In particular, I want to highlight the following questions:

- What is the strategy for preserving existing affordable housing?
- How will the legal resources be deployed to prevent tenant eviction?
- How will city-owned sites that are the subject of the recent HPD RFQ be used to provide permanent housing for existing residents?

Community Preference

There has been a great deal of discussion about the challenges to the community preference criteria as outlined in the existing inclusionary housing bonus mechanism in ZR Section 23-90. Are there any proposed changes being made to the community preference criteria? What prevents us from increasing the community preference to ensure that those who might be displaced are able to live in the affordable housing built as a result of this plan?

HPD Request for Qualifications

The City has recently released an RFQ for city-controlled sites in the area for two programs, the New Infill Homeownership Opportunities Program (NIHOP) and Neighborhood Construction Program (NCP). Many of these parcels are located in or in close proximity to the rezoning area. These RFQs are an opportunity to signal a commitment to the administration's stated interest in seeing new housing targeted to the existing community. HPD should target these programs to East New York AMIs and ensure long-term affordability—no less than 30 years—for any of these projects.

Length of Affordability

It is critical that we do not spend hundreds of millions of dollars to build affordable housing only to see it disappear. What is the administration's strategy for preserving housing beyond 25 or 30 years? How do we make sure housing is permanently affordable?

Arlington Village

The largest site of any kind in the area is Arlington Village, a garden apartment development covering two entire city blocks with 310,000 square feet of lot area. During the Brownfield Opportunities Area study conducted by Pratt Center for Community Development on behalf of Cypress Hills LDC, it was determined that the complex was 75% vacant. The administration should work with the owner to revitalize this site in a way that allows current tenants to remain in the complex but allows for either the rehabilitation of all the units or the complete redevelopment of the site with a comprehensive plan that is sensitive to the needs and concerns of current tenants. Very little information has been presented thus far about the strategy for this site.

In addition to all of the issues described above, I strongly urge the lead agency to require and conduct a detailed analysis of:

1. Direct business and institutional displacement—a careful study of all manufacturing/commercial uses and the potential impacts. We cannot lose good paying manufacturing jobs as a result of this rezoning.
2. Indirect residential displacement—a careful study of the effect of rising property values on the surrounding residential communities, in particular how development may increase the tax burden on properties which are not redeveloped.
3. Indirect business and institutional displacement—a careful examination of the surrounding community with a focus on the IBZ and whether a larger adjacent residential community might create challenges for the on-going operation of manufacturing firms in the district or place additional economic or logistical pressures on their operation.
4. Adverse effects on the specific industries with particular attention to the light manufacturing sectors of the economy and how additional residential development will impact the existing manufacturing uses in both the study area and the area immediately adjacent to the study area.

Preservation

Based on the limited information provided in the scope it is not clear why there is not expected to be significant adverse impact to residential displacement and I urge a careful study of this issue. Residential displacement is one of the overriding concerns of current residents, and a careful and detailed study of this issue is essential to provide additional information. Beyond a detailed study of this very real concern, a real strategy needs to be developed to address a variety of questions:

1. What, if any, strategies exist for renters in small, multi-family buildings? HPD has described, in very general terms, incentives that will help to ensure long-term affordability for these buildings, but very few real details have been presented or explained.
2. When will the tenant legal services program begin and how will it be administered in East New York?
3. What will be the strategy for managing property tax increases for homeowners?
4. How many buildings are under existing regulatory agreements in the broader area and when do these agreements expire?
5. What is the administration's proposed strategy for East New York with respect to 421-a policy? How do you imagine this program working with the proposed zoning to generate affordable units?

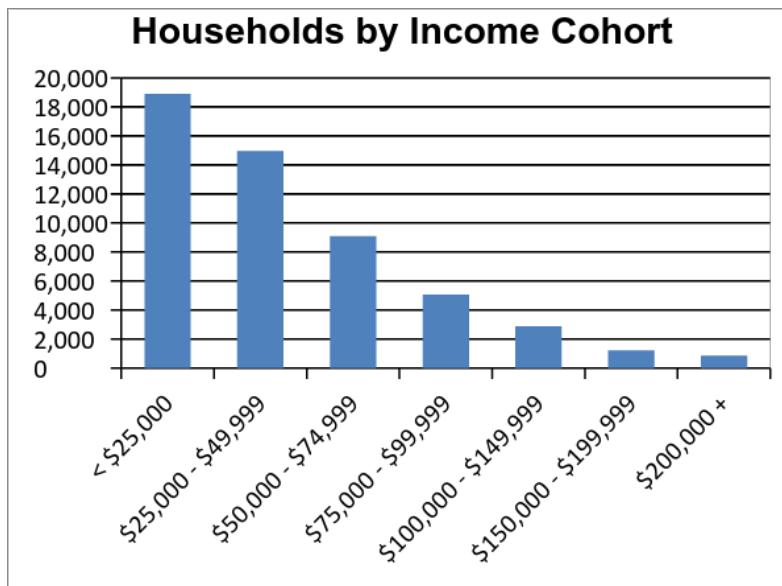
There are a number of potential factors in East New York that may contribute to residential displacement and are worth describing in more detail below.

As stated earlier, according to the 2010 decennial census, there are 39,264 people residing in blocks intersecting the study area. Of these, approximately 35% are below the poverty line based on 2008-2012 American Community Survey Data. There are 158,183 total people in Community District 5, with 156,311 people in households. Of the 53,034 households in the Community District, 36,730 are families. Of the total Community District population, 63,209 people were born outside the US and 55,845 are foreign born. In terms of English language ability, 23,556 people speak English “less than very well.” Additionally, 46,510 people are enrolled in school, including university.

Median household income for 2013:

	CB 5	Brooklyn	NYC
Median Household Income	\$36,943	\$47,520	\$52,223
Median Family Income	\$42,052	\$52,929	\$58,012

The median household income of East New York is more than \$10,000 less than Brooklyn as a whole, and more than \$15,000 less than that of New York City. This median income is 44% of the Area Median Income for a family of four (\$83,875) and 49% of the Area Median Income for a family of three (\$75,500).



As can be seen in the graph above, the bulk of households have incomes under \$50,000 per year.

<i>Units in Structure:</i>		
Total housing units	59,607	100%
1-unit, detached	2,060	4%
1-unit, attached	4,318	7%
2 units	16,712	28%
3 or 4 units	14,050	24%
5 to 9 units	2,502	4%
10 to 19 units	1,866	3%
20 or more units	17,906	30%

As can be seen in the above table, 63% of buildings in the Community District have four or fewer units. Only 7% of units are in buildings with between 5 and 19 units, but 30% of buildings have more than 20 units. Apartments in small buildings – less than six units – are not rent regulated and are therefore more susceptible to displacement pressures.

Homeownership rate

	CB 5	Brooklyn	NYC
Ownership Rate	22%	30%	32%

East New York has a homeownership rate eight percentage points lower than Brooklyn, and ten percentage points lower than New York City. Given this very low rate of homeownership, an individual household’s resilience to increased rents will depend almost entirely on whether the unit in question is rent regulated.

Taxes & Residential Displacement

With rezoning comes rising land values and increased tax burdens. I would like to see a plan for how the City will manage this increased tax burden. Potential strategies include freezing tax assessments for small homes and the administration could offer abatements in exchange for affordability agreements to small landlords. I need to see a viable plan from the relevant agencies (DOF, HPD) to address this issue as well as a careful study of potential increases in property taxes and how that might lead to additional displacement.

Task 4: Community Facilities and Services

Education

While not all schools in School District 19 are overcrowded, they are all underfunded, with many facilities in poor condition. The November 2014 School Construction Authority (SCA) Capital Plan does not include any plans for increased capacity in School District 19 during the scope of the plan (Fiscal Years 2015 – 2019). The anticipated influx of so many new students (almost 7,000 new residential units are projected in the scope) will require capital investment so that facilities can handle the additional burden. More than 630 students at East New York Family Academy, PS 290, PS 214, PS 202, IS 302, PS 7, and PS 159 are currently being taught in trailers instead of permanent classrooms. SCA must make these schools a priority in their overall plan to remove trailers.

It is not clear that the November 2014 Capital Plan provides for necessary improvements to some district schools. The DOE and SCA need to work together to ensure that the students who attend school in this district today are provided the tools and facilities they deserve before we can plan for the addition of students into the district. If we are truly going to change the outcomes for people in this neighborhood we will need to invest in our human capital in a much more significant way.

From my own assessment, it is clear that the schools in my district are in need of substantial investment for electrical and technology upgrades. More information on current school-related capital needs would be very useful in order to help inform funding decisions. Additionally, the creation of a detailed catalogue of those needs in the DEIS would be very valuable.

Community/Recreation Centers

It is not clear to me whether the CEQR methodology requires this study but I nonetheless urge the lead agency to study facilities that would provide recreational and educational opportunities for children and young adults outside of school. The Community Board has stated the need for recreational programs that are open past 10pm in order to keep youth from getting into trouble late at night. Safety in the neighborhood is an overriding concern, and I want to make sure our community has the facilities necessary to meet the need of current residents. A careful examination of the existing capacity of community facilities and recreation centers will help to inform our understanding of the current need and the predicted impact of additional residents on these resources.

The Chestnut-Dinsmore site, measuring 81,000 square feet, is city-owned and has been the subject of much community-based planning by the Cypress Hills LDC, the Greenpoint Manufacturing and Design Center, and the YMCA. The draft scope of work calls for amending the urban renewal plan with regards to this site. Will the community vision for the city-owned Chestnut-Dinsmore site be allowed to come to fruition? It is a priority of mine that the local community is given the opportunity to shape its own future, particularly on publicly-owned sites.

Libraries

At present there are two libraries in proximity to the study area: Arlington Library, located at Arlington Avenue and Warwick Street in Cypress Hills, just north of the study area; and Cypress Hills Library, located at Sutter Avenue and Crystal Street, just south of the study area. It would be useful to know more about the current capacity of these libraries (how many do they serve now, what resources are needed to better reach their goals) so that we can ensure the libraries are able to continue to serve the community as it grows.

Senior Centers

The only senior center in the area is the Cypress Hills Fulton Street Neighborhood Senior Citizens' Center, located at Fulton Street and Richmond Street. The current status of funding and programming for this senior center would be useful, as well as an examination of the potential need for additional senior centers.

Task 5: Open Space

East New York's open space has suffered a long history of neglect. While Central Park and Prospect Park have prospered as a result of parks conservancies, Highland Park is in need of basic care and attention. A January 2, 2014 inspection performed by the Parks Department revealed the park to be in 'unacceptable' condition, with unacceptable levels of graffiti and unacceptable condition of lawns and paved surfaces. Both Highland Park and Cityline Park present a tremendous opportunity to make a significant investment in people's lives.

Sustainable Communities called for the creation of public open space in the vicinity of transit nodes, but we have heard little about specific plans to do so. The scope of work acknowledges that increased residential density will trigger an increased demand for open space. What capital dollars will be spent on public open space, and where will they go?

Parks

For too long the parks in our neighborhood have been neglected. Investments in our public parks and open space offer tremendous potential for improvements in the quality of life for neighborhood residents. Right now, the Parks Department needs \$20 million for *basic* improvements. The Community Board would like for parks that have unfinished portions, such as Lions Park, to be made usable by keeping the grass cut and by paving or graveling unfinished portions. The Community Board has identified the need for a soccer field in the northern portion of the District to serve the many youth in the area, and feels that park signage in the area may be inadequate, particularly in terms of operating hours.

In your analysis I urge you to go beyond simply quantifying the proximity and square footage of parks, but to make the EIS a real planning tool by qualitatively documenting the conditions and the needs of the area parks.

Open Space and Community Gardens

A high open space ratio for a community means very little if the open space is of poor quality, hard to get to, or closed because of security concerns. Given the long history of neglect, local residents have created community gardens on abandoned lots. Is there a strategy to invest and improve these community resources?

The *Sustainable Communities* plan identified the Callahan Kelly Playground, located above the Broadway Junction subway station just west of Van Sinderen Avenue, as a site that needs to be better utilized via new entrances from the station and the surrounding neighborhood. Additionally, the plan calls for public open space on Pitkin Avenue by the Euclid Avenue subway station, as well as a pedestrian plaza on Fulton Street at Norwood Avenue. What is the status of these ideas? When will we start to see these ideas translated into action?

Given the existing capital needs for park maintenance and green infrastructure development, a community economic development strategy could include a local hiring component for such infrastructure work, particularly in jobs that would be accessible to local residents. It is worth noting that East New York Farms involves residents in agricultural activities and this non-profit could be a valuable partner in an open space-oriented local hiring program.

Task 7: Historic & Cultural Resources

With so much development planned for the community, we risk losing critical buildings. The scope of work acknowledges that there may be impacts, but it does not take into the account the fact that property acquisition and development is already occurring as a result of this process. The East New York Savings Bank building (now occupied by M&T Bank), at 91 Pennsylvania Avenue, is currently slated for demolition, and it is to be replaced by a seven story medical building with 153 parking spots. This historic building, designed by architect Richard Upjohn, Jr., was built in 1889 and was identified as a potential community center in the *Sustainable Communities* plan. I would like LPC to identify key structures worthy of preservation now instead of waiting until more of the buildings that make up the neighborhood's character are lost.

Task 8: Urban Design and Visual Resources

The proposal includes significant increases in density along key corridors in the neighborhood. As a part of the study it would be helpful to model a few different density frameworks to help inform the public and my office about the different approaches, urban design implications, and potential impacts of each of the scenarios described below. In particular, as a part of the urban design analysis it is important that DCP and its consultant model these alternatives:

- 1) R7A in addition to R8A in all of the locations where R8A is mapped
- 2) R6A instead of R7A in areas where the R7A is proposed to be mapped
- 3) C4-4D which has a R7A equivalent rather than a R8A
- 4) C4-5D which has a R7A equivalent rather than a R7D

Task 10: Water & Sewer Infrastructure

Given that this is a low-lying area, residents across the district report sewer back-ups during heavy rain. The Community Board has recommended that the City carry out an assessment of the condition of the sewer pipes and catch basins, with defective equipment and infrastructure being replaced. Furthermore, the Community Board has identified the need to rebuild catch basins and sewers along major thoroughfares.

Task 12: Energy

This project will spur significant development in an area where infrastructure investments have been few and far between for decades. Consultation with Con Edison will be needed to ensure there is adequate capacity to serve this neighborhood.

Task 13: Transportation

The focus of the work thus far is on the street network, but little to no study has been done of the capacity of the L train or the challenges to the existing subway lines in East New York. What impacts will the thousands of new residents have on an already burdened transit system? What are the critical transit investments—bus, subway—which will help to get people to work and school? If we're going to be building a new neighborhood how are we going to move people around on public transit?

Generally speaking, the surface street network in East New York is in serious disrepair, with capital requirements ranging from filling potholes, resurfacing, or roadbed reconstruction. Additionally, there is the sense that signage takes many months to be replaced. The *Sustainable Communities* plan highlighted the need, across all key corridors, for more pedestrian amenities, including trees, bus shelters, and wayfinding.

Transit Station Access

The *Sustainable Communities* plan identified a serious need for investment in transit and pedestrian infrastructure in the area around the Broadway Junction subway station. At present there is only one entrance to the Broadway Junction subway station. Reopening the presently-closed subway entrance to Broadway Junction on Broadway would significantly enhance access to the station. Additionally, reopening the L train entrance on the south side of Atlantic Avenue would help bridge the barrier formed by the Atlantic Avenue viaduct, enhancing access to the IBZ. At the LIRR station, improving the quality of signage, wayfinding, and the pedestrian underpass would increase the visibility of the station and improve intermodal transfers. And while outside the study area, creating a free transfer between the Livonia Avenue L train station and the Junius Street 3 train station would make the subway network more accessible and affordable for residents of the neighborhood, particularly for those that work in the IBZ.

Atlantic Ave Streetscape

Atlantic Avenue is 120 feet wide with a small paved median, presenting considerable safety issues for pedestrians. Furthermore, certain walking routes to transit stations lack cross walks and/or stop control. Below is a screenshot from Google Maps that captures this safety problem:



Van Siclen Ave and Atlantic Ave, from Google Maps

The above screenshot was taken at the intersection of Atlantic and Van Siclen Ave; pedestrians must cross the intersection to reach either the J/Z on Fulton St or the A/C on Pitkin Avenue.

Without stop control and a crosswalk, pedestrians must jaywalk across the 120-foot wide avenue with only the small paved median to break up the dangerous crossing.

Atlantic Avenue is primarily composed of single story buildings and vacant lots, with many auto-oriented uses set back from the curb. Looking west from the same intersection:



Atlantic and Van Sicken, from Google Maps

In the eastern portion of the study area, the *Sustainable Communities* plan identifies the need for reconstruction of Atlantic Ave/Conduit Blvd to bring the elevated roadways down to grade to slow traffic and improve the urban design of the area. Will this be a part of the capital planning strategy here?

Broadway Junction

At present Broadway Junction's intersections present serious safety issues for pedestrians, and disinvestment in transit infrastructure has worsened accessibility and navigability. The intersection of Broadway and Jamaica Avenue is very dangerous, and requires design intervention to improve pedestrian safety, such as crosswalks, neck downs, etc. Additionally, the area has a few underused street segments that may need to be demapped to effect site assemblage; all of this will require serious investment in the local surface street grid.

Industrial Business Zone

The IBZ's narrow, one-way streets hamper truck access, and the Atlantic Avenue viaduct cuts the area off from the transit at Broadway Junction. Additionally, the inability to turn left from Atlantic Avenue into the IBZ impedes truck access to the area. When will the streets receive the basic capital investment to ensure that they are properly rebuilt and resurfaced with proper drainage so that driving is safe and that streets do not flood? What investments is the administration prepared to make to ensure that freight and trucks can easily access and move smoothly through the IBZ?

Our community has suffered from serious disinvestment in maintenance, not just in capital investment. For example, many street signs are so faded that it is impossible to tell if you are allowed to park in a given area. Our community deserves the same level of routine street maintenance that is standard in the rest of the City and deserves it now, not ten years from now.

Task 15: Greenhouse Gas Emissions and Climate Change

In the rush to build as many units as possible, we should not forget that in such a low-lying area sustainability and resilience are of particular concern. We need to make sure that the development of the area does not ignore green building technologies that can reduce both operating costs and carbon emissions.

CONCLUSION

The administration has stated that they are thinking more comprehensively about the needs of the community and hope to use the capital budget together with rezonings to address community needs. The needs identified in the community are far reaching—parks and transit investment, sidewalks and street repair, community centers and daycares, and many others described above. How specifically does the administration intend to respond to these needs? When will that information be available for the community to respond to? How confident can the community be that these investments will actually happen?

Broadly speaking, we cannot operate within a CEQR framework which simply tries to mitigate impacts created, we need to invest in East New York in a way that addresses decades of disinvestment and truly creates an economically vibrant, socially equitable, and livable community. To do this, the City must take a genuinely different approach to rezonings and make the critical details of this plan available to the community. We have an opportunity to achieve real progress for East New York and Cypress Hills, but we have an extraordinary amount of work to do to get there.



March 16, 2015

To whom it may concern:

This document contains the Coalition for Community Advancement: Progress for East New York/Cypress Hills' written comments for the final scope of work for the Draft Environmental Impact Statement for the East New York Rezoning Proposal submitted to the NYC Department of City Planning. If you have any questions, please feel free to contact Darma Diaz, the coalition's contact for NYC Department of City Planning, at amarad30@aol.com.

Thank You,

The Coalition for Community Advancement: Progress for East New York/Cypress Hills

COMMENTS ON DRAFT SCOPE OF WORK FOR PROPOSED EAST NEW YORK REZONING

The Coalition for Community Advancement: Progress for East New York and Cypress Hills (the “Coalition”) offers the following comments to the New York City Department of City Planning (“DCP”), the lead agency in the City Environmental Quality Review of the Proposed East New York Rezoning Draft Scope of Work (the “Draft Scope”). These comments are intended to identify where the Draft Scope may be improved in order to best describe the scope of the Environmental Impact Statement (“EIS”), the methodology for studying the project, and its impacts on Cypress Hills and East New York (“CHENY”). For access to the statistics and reports referenced in the written comments, please contact the coalition’s contact for NYC Department of City Planning Darma Diaz at amrad30@aol.com.

General Comments

- The communities of CHENY should be engaged and included throughout the process of drafting the EIS. Our community members should be given adequate time to respond and their input should help shape the EIS. To facilitate this collaborative process, we implore the City to provide simultaneous translation in Spanish and Bengali at all sessions and hearings.
 - The Coalition notes that although 49% of CHENY residents speak Spanish, DCP did not provide simultaneous translation for public meetings on September 20, October 2, October 16, October 29, November 15, November 20, or December 18.
 - For several meetings, DCP provided a staff person who speaks Spanish but is not proficient in simultaneous translation with headsets. This resulted in inadequate access to information for monolingual Spanish speakers. More upsettingly, this occurred after Cypress Hills Local Development Corporation, Inc. (“CHLDC”) provided both a referral for a proficient, professional simultaneous interpreter and interpretation equipment. These actions show a pattern of the City’s unwillingness to engage with Spanish speakers. As a result, Spanish speaking residents have had difficulty accessing DCP’s public information. We request that DCP hire interpreters for all future public meetings and provide its own interpretation equipment.
 - DCP has not provided reasonable notice for its public meetings. For example, flyers for meetings were often sent to community organizations less than five days before public meetings were to occur.
 - Despite persistent requests by community organizations and the fact that 26% of homes in Community Board 5 are headed by single parents, DCP did not provide child care for evening or Saturday public meetings. Again, this demonstrates a pattern of DCP failing to engage with our community. These families need child care in order to have full access to DCP public meetings.
- DCP should not conduct the EIS until major affordable housing policies are determined, such as mandatory inclusionary zoning, rent regulations, and 421a, and all details of this comprehensive plan can be identified so that the true impact of the rezoning can be assessed.

- As described in the Draft Scope, DCP, in collaboration with other City agencies, developed the Proposed Actions based on community-identified objectives. DCP hopes to achieve those goals and objectives through the implementation of new zoning and other land use actions. DCP and other city agencies are continuing the public engagement process through 2015, which leaves room for the Proposed Actions to be further modified. Because the Draft Scope does not provide for the assessment of potential impacts resulting from any modification of the Proposed Actions during future public engagement meetings, the EIS should not be finalized until the public engagement process has concluded.
- The EIS should discuss implementing permanently affordable housing that is pegged to the incomes of current residents of CHENY, as well as requiring mandatory inclusionary zoning for new construction of residential units.
- Preservation strategies to prevent displacement in CHENY should be analyzed in the EIS. Anti-displacement has been brought up at every public session and should be a major goal of the Proposed Actions. The Coalition requests that the City implement strong anti-harassment policies in the Proposed Actions.
- The EIS should address the need for resources for tenant and merchant organizing by experienced community groups and legal services organizations. These resources should include anti-harassment funding from HPD and Avenue NYC funding for commercial revitalization of commercial corridors and technical assistance for small businesses.
- The rezoning should result in the types of retail and service establishments that the community has requested, such as grocery stores that sell fresh foods and vegetables, and culturally appropriate foods. Other desires include meat and fish markets, family-oriented restaurants, cafes and juice bars. The EIS should assess the positive impacts on the community from these establishments.
- Any adverse impacts on the arts, cultural resources and character of the community must be noted in the EIS.
- The City has not discussed, in any way, its compliance, or planned compliance, with federal fair housing laws and regulations for this rezoning. As a recipient of federal fair housing funds, it needs to do so. The Draft Scope does not mention the City's fair housing obligations or even the phrase "fair housing." Page 28 ("Socioeconomic Conditions") of the Draft mentions "disparate effects" once. It is in the context, however, of creating subareas to study within the rezoned area (as opposed to studying the rezoned area as a whole). It is not clear what this means substantively. Regardless, this reference does not at all involve a discussion of the City's compliance, or planned compliance, with its fair housing obligations.

Task 1 – Project Description

- The purpose, need, benefits and detriments of the project should be discussed in depth.
- The EIS should list all required permits and approvals in connection with the Proposed Actions.

- Other rezonings in Brooklyn, such as the Broadway Triangle, and their cumulative impact in connection with the East New York Rezoning should be addressed.
 - The Broadway Triangle is one of the largest vacant plots of land in Brooklyn for affordable housing. It is located on the border of Williamsburg and Bedford-Stuyvesant. In 2009, it was rezoned for affordable housing. The rezoning and its housing provisions, however, violated the federal Fair Housing Act by creating a disparate impact on minority families and perpetuating residential segregation in North Brooklyn. The Broadway Triangle Community Coalition (the “BT Coalition”), a group of 40 nonprofit organizations serving low-income tenants in these neighborhoods, sued the City over this rezoning. The BT Coalition successfully demonstrated that the rezoning excluded minority residents from much of its housing and exacerbated existing segregation in this area of Brooklyn. The Court granted the BT Coalition’s request for a preliminary injunction, finding that the City violated its legal obligations under federal fair housing laws, halting the City’s development plans for the area.
 - The De Blasio administration has publicly stated its efforts to fix this rezoning. The lawsuit, however, revealed a number of glaring and systemic civil rights deficiencies by the City when it rezones or develops housing. It is critical that these failures, uncovered through the lessons of Broadway Triangle, be addressed in the EIS.
 - The EIS should describe how the Park Slope, Atlantic Yards and the Williamsburg waterfront rezonings resulted in gentrification and how the Proposed Actions will prevent and remediate a similar gentrification and displacement in CHENY. The Coalition is concerned that the rezoning of East New York as planned will only exacerbate the gentrification trend.

Task 2 – Land Use, Zoning, and Public Policy

- The EIS should address, in detail, all aspects of the Mandatory Inclusionary Housing program, such as how it would function, the geographic areas where it would be implemented, whether it would include permanent affordability, how affordability would be defined (i.e., levels of affordability based on income), and how it would impact CHENY in conjunction with the Proposed Actions. It should also clearly describe how it will address both the preservation of existing affordable units and the creation of new affordable units and whether affordable homeownership (in addition to affordable rentals) will be part of the program.
- Preventing and mitigating displacement through preservation programs and anti-harassment and anti-demolitions policies from the outset of the rezoning should be evaluated in the EIS. It is critical that the EIS analyze the broad impact and potential of both primary and secondary displacement that the rezoning might have on low- and moderate-income tenants and small businesses without such provisions. Further, the EIS should address the demolition and loss of rent stabilized units that occurred after both the North Park Slope and South Park

Slope rezones and the potential for similar demolitions and loss of rent stabilized housing stock to occur on the impacted corridors, with an emphasis on Atlantic Avenue.

- The EIS should tie affordability to the area median income (“AMI”) of CHENY residents and not city-wide AMI.
- Income eligibility for affordable housing (i.e., local AMI and local preference) should be applied to affordable independent housing for seniors, senior long term care, and supportive housing. The EIS should include an analysis of low-income seniors who currently live in the secondary study area and identify what impacts the Proposed Actions will have on this population.
- The secondary land use study area should be expanded from a quarter-mile boundary from the rezoning area to a half-mile or more from the rezoning area. The Proposed Actions are likely to have far-reaching effects and this proposed rezoning is only the first step in a process that will result in further action (i.e., additional rezonings) and more density to the area surrounding Cypress Hills and East New York.
- Rental, home purchase and land costs are on the rise in CHENY and recent sales and rental trends should be documented as part of the EIS. The Coalition believes that the announcement of the rezone is fueling this trend of rising real estate costs and speculation. For example, Arlington Village (Proposed Site 46) has been flipped once since the rezone was announced and appears poised to be flipped again. This site should be eliminated from the rezone area, particularly because of the strategic nature of this site and the impossibility of it being developed into affordable housing. The Coalition believes that the Proposed Actions must be examined in the context of market changes throughout Brooklyn, and the wave of gentrification facing our neighborhood from adjacent communities.
- DCP should meet with local housing counseling and advocacy organizations and legal services groups, such as CHLDC, Catholic Charities Home Base, Mutual Housing Association of New York, and Brooklyn Legal Services Corporation A to assess current residential displacement trends. Community Board 5 has the highest rate of shelter placements in New York City, <http://data.cccnewyork.org/data/map/30/families-entering-homeless-shelters#30/a/3/53/20/305>, and the City should do everything possible to ensure the rezone does not result in more displacement.
- The City has no current plans to implement a retail attraction and retention strategy for the rezone area through the NYC Department of Small Business Services in coordination with the City’s Department of Housing Preservation and Development. Such a commercial revitalization strategy would examine the entire market area for the Fulton Street, Atlantic Avenue and Pitkin Avenue commercial corridors, determine what businesses currently exist, assess residents’ preferences for new shops and set priorities for attraction of new services and retail businesses. The City should assess local retail and service needs by directly surveying shoppers throughout the community.
- The EIS should analyze mitigation measures that could slow down the loss of affordable housing units such as: legal services, tenant counseling and organizing, Good Neighbor Tax

Credits, tax abatements for small homeowners to maintain their low income tenants, and retrofitting and basement conversion programs that require homeowners sustain low income tenants.

Commercial, Manufacturing and Industrial Use

- The EIS should include a full inventory of existing industrial businesses (including number of firms, number of jobs, and wage levels of those jobs) in any area where the proposed rezoning plan changes a district from manufacturing to residential or to MX zoning (mixed residential/commercial/industrial) to identify which ones are vulnerable to displacement. The EIS should also identify sites that could be appropriate for relocating firms that are displaced due to the Proposed Actions. Further, the EIS should assess the alternative of preserving all industrial land.
 - Any change to mixed-use will result in manufacturing displacement due to the ability to attract users bringing in a higher rent.
 - Mixed-use will also encourage real estate speculation and open the opportunity to convert the land to residential uses, especially near transit nodes like Broadway Junction.
 - There are 35 manufacturing businesses and a significant number of other industrial users that would be threatened and displaced under the proposed zoning changes, including long time businesses such as Mrs. Maxwell's Bakery (est. 1928) and National Metal Enclosures (est. 1940).
 - Encouraging residential development in close proximity to industrial areas may present conflicts between businesses and neighbors, as industrial users require truck transport and access, on street parking, and early / late operating hours. Community conflict could potentially lead to erosion of the industrial business zone in the future.
 - Without explicit reinforcement of the IBZ zoning regulations as part of the area rezoning, the industrial real estate base is exposed to further speculation which may inhibit future investment from existing and new businesses leading to additional business displacement.
 - According to the 2013 Manufacturing Opportunity Analysis by the Pratt Center for Community Development, 23.7% of the workforce in CHENY is employed in manufacturing jobs compared to 18.4% citywide. The top five industries (Metal, Plastics, Furniture, Apparel, and Food) in East New York/Cypress Hills provide 1,340 jobs with wages ranging from \$661 for apparel and \$1,046 for metal work. Clusters of manufacturing businesses are located between Euclid Avenue and Milford Street on Atlantic Avenue and Liberty Avenue between New Jersey Avenue and Barbey Street, and between Liberty and Glenmore bounded by Shepherd Avenue and Montauk Avenue. These areas must be protected and the EIS must assess the potential displacement of these businesses caused by proposed MX zoning that doesn't fully protect manufacturing despite the mixed use designation. (Please contact coalition for access to report)

- The EIS should also consider the flaws of MX zoning for retaining and expanding industrial business over time due to its tendency to facilitate market pressures that are likely to cause eventual conversion to an all-residential/commercial district. The EIS should explore other zoning tools for achieving a sustainable, balanced mix of uses over time.
- The EIS should measure the potential impact that new commercial and commercial overlay zoning districts will have on existing small retail businesses that currently exist in commercial corridors. This should include an analysis of local versus chain business and the potential displacement impact of rezoning actions and the larger commercial footprints that it is likely to create.
- The EIS should include an analysis of the upward pressures that the Proposed Actions are likely to have on land prices. In particular, the impact on industrial and small business renters should be explored.

Small Homes and Preservation of Existing Affordable Housing

- In Community Board 5, 55% of the housing units are in small homes, which define the neighborhood's unique character.
- The EIS should address providing real property tax abatements to landlords of small buildings (1-4 family homes) who rent apartments to eligible low- and moderate- income tenants at below market rates. Rising pressure from speculative investment purchasers, rising real estate costs, and property tax increases are putting at risk this important pool of affordable housing and the EIS should evaluate this alternative.
- Further, the Coalition recommends that the EIS assess (i) reclassifying investment purchased small buildings as Class 2 properties so that they are taxed at a lower rate and (ii) increasing the New York City Real Estate Transfer Tax on transfers of non-owner occupied units. These policies could reduce speculation, which has driven up rental prices for tenants and local families.
- The EIS must evaluate the protection of low income renters in both rent regulated and non-rent regulated housing and the displacement of low income renters from the non-rent regulated small homes. The number of basement apartments should be estimated and the loss of affordable units in the small homes stock should be projected.
- The EIS should assess the potential for displacement in multifamily buildings that were developed with public subsidies that are coming to the end of their compliance periods, such as projects exiting their Year 15 LIHTC tax credit period from the City and state programs. Additionally, the EIS should list these projects, their sources of financing, the end date of their compliance period, and HUD, HPD or HCR plans to recapitalize or rehabilitate the projects. Any anticipated new compliance periods or loss of affordable units should also be listed.
- In general the EIS should go further in its description and analysis of the Proposed Actions and whether they are compatible with current land uses and development trends and/or how they will affect them. More specifically, the following items should be included.

Task 3 – Socioeconomic Conditions

- The EIS should clearly articulate its standard for affordable housing. We strongly recommend that the AMI of CHENY, \$34,249 for Community Board 5, should be the standard for affordability and *not* city-wide AMI. Additionally, the significant adverse effects that would result from the use of city-wide AMI as opposed to local AMI should be clearly stated in the EIS.
 - The City must use the AMI of Community Board 5 to preserve the affordability of housing in this community and to stem the tide of displacement that is inherent in the Proposed Actions. Community Board 5, historically, has felt the brunt of years of statewide and national economic decline. We urge DCP to consider the systemic effects of its rezoning plan and how it will contribute negatively to the further displacement of Brooklyn residents. There is an undeniable need for fair and affordable housing in this community and it is the Coalition’s fear that the Proposed Actions would further disenfranchise residents who fall at the low end of the socioeconomic spectrum.
- On Page 28 of the Draft Scope, DCP states the Proposed Actions would not exceed the CEQR Technical Manual analysis threshold of 500 displaced residents. However, the Proposed Actions would exceed the threshold of 500 displaced residents because the Proposed Actions do not include a plan to protect residents who are at risk of eviction.
 - As it stands, more than 50% of the residents in Community Board 5 are tenants in unregulated apartments. Statistically, rents in Brooklyn have increased by 2.94% from 2014 to 2015 and continue to climb. The Draft Scope makes no mention of safety precautions that must be taken in order to ensure that market rate tenants in CHENY are not being displaced.
 - DCP must take into account the endemic gentrification that has taken over neighborhoods such as Williamsburg, Bushwick and Bedford Stuyvesant. Residential segregation has taken hold of what once were tight-knit, working class communities, which are the backbone of New York City.
 - The Coalition urges DCP to supply information regarding studies of residential segregation in this area of Brooklyn in the EIS. Further, if studies have been done in similar circumstances, has DCP studied how the Proposed Actions would ameliorate or exacerbate such segregation? Has it kept any records of this and where are those records? Can they be published? If so, the Coalition believes they should be included in the EIS.
- Contrary to the Draft Scope, we believe the Proposed Actions would result in indirect business displacement because the City has no plans to set aside commercial space at discounted rates for local merchants. Typically, businesses located in the proposed mixed-use corridor are family owned and have planted roots in the community. They bring in revenue and provide consumer security for neighborhoods. These small businesses are able to flourish in CHENY because the rents for retail space are reasonable and many of the businesses are

able to operate without long term leases or owning their buildings. Many times, these types of businesses want to purchase mixed-used properties in the community but cannot afford the terms of typical mixed-use mortgages. Presently, the City has no plans to set aside commercial space at discounted rates for local merchants, which is alarming.

- The EIS should analyze (i) the Proposed Actions' impact on small or family-owned businesses and whether they would be displaced, (ii) the feasibility of relocating any displaced businesses within the neighborhood or in close proximity to the neighborhood and (iii) the trends that the Proposed Actions will create for businesses in East New York.
 - Further, the EIS should specify any economic opportunities that will be created, in what timeframe, in which sectors, paying what wages, and any skills or degrees that would be required.
 - The Coalition believes in the importance of promoting professional growth for the residents who will be affected by the rezoning. The EIS should note the need for professional growth and how DCP intends to execute a plan that would enable residents to participate in the growth and prosperity of CHENY.
 - A vulnerability analysis of small businesses should be conducted and included.
- In its discussion of Direct Business Displacement, the EIS should also address whether some of the displaced businesses would alter an important part of CHENY's neighborhood character. We urge the City to (i) inventory local businesses, (ii) speak with the community to get an in-depth understanding of its needs and (iii) make commitments not to locate or site competing businesses next to each other in new developments.
- In its analyses of direct and indirect business and residential displacement, the EIS should widen the scope of its analysis to within a half-mile of the rezoning area because of the far-reaching effects of the Proposed Actions.
- The Draft Scope does not mention the parameters that would be put in place in order to ensure rent stabilized and rent controlled tenants are not being harassed by predatory equity developers or landlords who would have an incentive to push these tenants out. The Draft Scope does not mention the profound need to preserve the current stock of affordable housing. New York City currently has a shortage of truly affordable housing. Neighborhoods like Bedford Stuyvesant, Crown Heights, Bushwick, Williamsburg and Greenpoint have already felt the impact of rapid growth, increases in property values and rents. DCP must take these factors into account in the EIS.
- As a recipient of federal housing funds, the City of New York has an obligation under the Federal Fair Housing Act to affirmatively further fair housing ("AFFH") when rezoning or developing housing. This AFFH duty imposes *affirmative* obligations on the City to promote integration through its actions and avoid causing, or perpetuating, residential segregation in an area.
 - In order to comply with its obligations under federal regulations, the City must conduct an analysis of impediments to fair housing choice in the area, describe how

- its proposed action will be tailored to overcome those impediments, and maintain records of these studies.
- This analysis of impediments cannot be generalized for the City as a whole or involve blanket statements of compliance with fair housing laws. Rather, the City must conduct a specific study for the area to be developed and maintain records of the results.
 - As the Broadway Triangle fair housing litigation revealed, the City does not comply with its federal fair housing obligations in rezoning areas. At the time, it was not the City's practice to conduct studies of the segregative impact of their rezonings. Senior HPD officials testified that the agency had *never* collected data for any analysis of fair housing impediments in the affordable housing context. It is highly unlikely that this has changed for these Proposed Actions.
 - The Draft Scope is devoid of any discussion or even mention of the phrase "fair housing." Page 20 mentions potential studies of "disparate effects" on subareas within the rezoned area. But this language is vague and appears to refer to the need for creating subareas within the study area, rather than looking at the project area as a whole. It does not, however, explain what "disparate effects" means substantively. Nor is there any indication that it refers, in any way, to fair housing obligations or adverse impacts on minority residents.
 - The Coalition requests that the EIS address the following questions: What steps has the City taken to comply with its AFFH duty for this rezoning? What, if any, analysis of impediments to fair housing has it conducted or will it conduct for East New York? Has it studied the residential segregation in this area of Brooklyn? Has it studied how its proposed rezoning would ameliorate or exacerbate such segregation? Has it kept any records of this? Where are those records? Can they be published? Why doesn't the City's Draft Scope discuss in any way the City's steps to comply with federal fair housing obligations? How will the City ensure that its current Affirmative Marketing Guidelines, when applied to the lotteries and rent-up of affordable housing built through this rezoning, will promote integration, create a diverse applicant pool, and comply with HUD fair housing regulations?

Task 4 – Community Facilities and Services

Community Centers

- Residents, through the Cypress Verde participatory community planning process and the HUD Sustainable Communities process, have repeatedly voiced the need for a community center in CHENY. In the Verde Survey, the top three responses to the question regarding desired community facilities were: playgrounds, athletic facilities and a community center. There is a need for new and expanded community facility space in CHENY and the EIS should assess the quality of the present community centers and the need for additional centers.
- Current community center facilities, including the North Brooklyn YMCA on Jamaica Avenue and Highland Place and the PAL Center on Pennsylvania and Liberty Avenues, are

over 80 years old and are limited in the ability to serve the health and wellness needs of the community. The YMCA's current facilities have been in use since 1926 and serve over 20,000 people a year. In order to maintain and increase its services for the next generation of CHENY residents, the YMCA will need a new facility in the area of 60,000 square feet with parking fitness, program, social services and multipurpose space amenities. The PAL Center (which houses Community Board 5 and a Youth Court run by the George Walker Jr. Community Coalition) also needs capital and expense investments. The interior of the center is in a state of disrepair. The NYPD is scheduled leave the center next month and no future plans for the use of the center have been announced.

Schools

- The Coalition urges DCP to include an analysis of current school utilization in the EIS that follows the “Target Calculation Method” of the NYC Department of Education’s and School Construction Authority’s methodology as outlined in [http://www.nycsca.org/Community/CapitalPlanManagementReportsData/Enrollment/2013-14 CC K.pdf](http://www.nycsca.org/Community/CapitalPlanManagementReportsData/Enrollment/2013-14_CC_K.pdf), as opposed to the “Historical Calculation Method.”
 - As the document details: “Over the past few years, we have expanded the Enrollment, Capacity, and Utilization Report to include two distinct but important measures of capacity and utilization. The first, the Historical Capacity and Utilization Rate uses our standard methodology and allows for the comparison of these metrics to past issuances of the report. The second, the Target Capacity and Utilization reflects aspirational goals for school buildings, making different assumptions about how classrooms are used. For example, one of our goals is for all Kindergarten through third grade classrooms to have a maximum of twenty students; we have built to that “target” capacity in the FY 2005-2009 Capital Plan.”
- We also believe the enrollment and utilization data should be broken out by all of the various subareas of Community School District 19.
 - The housing projections of the School Construction Authority in <http://www.nycsca.org/Community/CapitalPlanManagementReportsData/Housing/2012-21HousingWebChart.pdf> are inaccurate. The SCA is predicting 2,463 units of housing in CSD#19 through 2021 which clearly does not reflect the 7,520 units of the Proposed Actions. We encourage DCP to obtain the latest available projections from the NYC Department of Housing Preservation and Development for projects already in the pipeline and unit projections for sites yet to be designated through competitive RFP processes. Data from the NYC Department of Buildings also needs to be collected and analyzed as there are market rate developments occurring in the community now.
- The Public School utilization analysis needs to be informed by the plans of the NYC Department of Education’s Portfolio Planning division regarding new schools to be sited in CSD 19 school buildings. Further, growth patterns of schools that has started up in the last 5 years as well as the opinions of the Community District Superintendent, local Community

Education Council, community education activists and social service and health providers operating in school buildings should be taken into account.

- Space calculations must account for space needed by neighborhood anchors such as the Cypress Hills/East New York Beacon at IS 302, the East New York and Diagnostic Treatment Center school-based clinic at IS 302, the Middle School Student Success Center at IS 171, the Long Island Jewish Hospital School Based Health Clinic on the Lane campus and the Student Success Center on the Lane campus. These are valued neighborhood anchors that address the holistic needs of the students and their families. There are four Community Schools in the two CSD#19 subareas at PS 158, and three of the Lane Campus high schools at Brooklyn Lab, Cypress Hills Collegiate Prep and Multicultural High School. A premise of the Community School model is that public schools are co-locating services in their buildings to meet the health, mental health, and social/emotional needs of students.
- The EIS should include the number of new school seats that will be needed, at what levels (elementary, middle and high schools) and the timetable for distributing those seats, giving priority to the sections of the community where schools are already overcrowded.
- A rough analysis of publicly available data for the impacted schools in the rezone area was drafted by the Coalition and is attached hereto as Annex A. This analysis shows that the limited capacity available this year in public schools in CHENY will be utilized in the next 5 years as new alternative and charter schools increase their enrollment within the campus buildings at IS 171, IS 302 and PS 345. If the Proposed Actions produce 7,520 new housing units and attract 22,414 people (at 3 persons per unit), there will be a need for 4,281 new school seats, using current age distributions of Community Board 5.
- The EIS should also address eliminating the use of transportable units at PS 7, IS 302, PS214 and PS159. A projection of the number of additional seats needed to eliminate transportable classrooms should also be included in the EIS.

Child Care Centers

- In addition to an inventory of the Administration for Children's Services ("ACS") child care centers within a two mile radius of the rezone area and an analysis of ACS's capacity and enrollment data, the EIS should include a survey of ACS's waiting lists to assess current unmet demand.
- There is already a need to expand early childhood education and care for infants, toddlers and pre-school children in the re-zone area as documented by the Cypress Hills Promise Neighborhood planning process, which DCP should address.
 - Through this process, led by CHLDC, over 50 community-based organizations, schools, and other city-wide stakeholders came together to assess gaps in current services and plan a cradle to college continuum of social supports and high-performing schools for neighborhood children.
 - A research firm called ThinkBrooklyn assisted in the planning process and found that there are just 1.5 infant/toddler daycare seats available per 100 children ages three and under in the area, 28 Universal Pre-Kindergarten (UPK) program seats available

per 100 children age four and under, and 48.7 preschool group day care seats available per 100 children ages three to four. Given this shortage, it is not surprising that providers maintain waiting lists of families who want to enroll their children in local programs. We urge DCP to consider the results of the Cypress Hills Promise Neighborhood plan in the scope.

- One of the sites identified for future development (projected Site 24) needs to be removed from the scope of analysis in the EIS. It is the playground of St. Malachy's early childhood center and Head Start program and needs to be preserved for its current use.

Fire and Police Protection

- The EAS determined that the proposed project's impacts to Fire and Police Protection do not warrant additional assessments. Both Engine 236 and Engine 332/Ladder 175 are located directly adjacent to proposed development sites within the rezoning area. The development of these sites would potentially physically impact these fire stations during construction. FDNY should conduct its own assessment, in coordination with the CEQR analysis, to determine the impact of the Proposed Actions on its facilities and constituents as described in the CEQR Technical Manual. Additionally, while the project would not introduce a sizeable *new* neighborhood, the Proposed Actions would potentially bring an estimated 24,455 residents and workers to the proposed rezoning area. In consultation with FDNY, the EIS should assess potential indirect impacts to fire protection services.
- The EIS must also address the need for police protection services in Community Board 5. The 75th Police Precinct covers one of the largest geographic areas in New York City, including Starrett City and eight NYCHA developments. In consultation with the NYPD, the EIS should assess what additional NYPD patrols, personnel and facilities will be needed to serve the additional population.

Task 5 – Open Space

- Green and open space, as well as active community gardens, should be analyzed in the EIS.
- School playgrounds are an important resource for open space and recreation in the rezone area. The condition of these playgrounds and the community's access to them should be included in the scope. For instance, the IS 302 basketball courts are in disrepair.
- The EAS found that the Proposed Actions could result in potentially significant impacts to open space. Because it is not clear from the outset that the project would affect a particular type of open space or particular age group, the detailed open space analysis described in the Draft Scope should be performed in accordance with all of the procedures specified and outlined in the CEQR Technical Manual.
 - These procedures include at least two field visits, at least one of which is at peak hour of use and in good weather. Information regarding the appropriate timing of a field visit should be obtained through conversations with community groups and facility operators. Please include the names of the community groups and facility operators that will be consulted.

- During DCP workshops, Highland Park has been touted as a great community asset and resource. The community, however, has stated that Highland Park’s gang activity and location serves as a barrier that prevents the community from fully enjoying the park. The EIS must include an assessment of Highland Park that includes site visits during multiple times of the day and especially at night.
 - Given the 75th NYPD precinct large jurisdiction, response times for emergencies in the park must be assessed given the increase demand for emergency services generated by the estimated 20,763 new residents in the community. In addition, the Jackie Robinson Parkway cuts across Highland Park and, as a result, both noise and air quality impacts caused by increased usage of the parkway must also be assessed in the EIS.
- During DCP’s workshop on January 24, NYC Parks and Recreation Commissioner Mitchell Silver stated that there are not many opportunities for new parks and open spaces in CHENY. In the EIS, DCP must address that the community’s ratio of residents to open space is skewed by the 101 acres that comprise Highland Park. Therefore, the current ratio does not fully represent the conditions on the ground. The EIS must include an accurate ratio of residents to open space in CHENY and analyze mitigations how the projected 20,763 new residents in the community would affect this ratio for new open spaces and parks.
- Community gardens provide critical environmental and social benefits, food production, and open space for our community. There at least 20 community gardens on city-owned property in the area covered by the Proposed Actions. Inviting and increasing development around community gardens often leads to the loss of these open spaces, as has been seen in Harlem and the Lower East Side, because gardens are then viewed as “vacant properties” in the inventory of city land with the potential for development. In the past, the city has also offered gardens as staging areas for construction projects, often damaging the infrastructure or usability of the gardens. Community gardens must be considered as part of the existing inventory of open space, and the EIS should make allowances for how they will be preserved and protected when the inevitable development comes to the area.

Task 6 – Shadows

- There at least 20 community gardens on city-owned property in the area covered by the Proposed Actions. The EIS should assess whether new structures resulting from the Proposed Actions would cast shadows on these sunlight sensitive public resources, and also determine the significance of their impacts.
- Public School 108 has been listed on the National Register of Public Places since 1982. While the school is not part of the proposed rezoning area, it is within 400 feet of the Proposed Actions’ RWCDS. The EIS should assess whether new structures resulting from the Proposed Actions would cast shadows on this sunlight sensitive resource.

Task 7 – Historic and Cultural Resources

- PS 108 has been listed on the National Register of Public Places since 1982. Although PS 108 is not part of the rezoning area, it is within 400 feet of the Proposed Actions' RWCDS and therefore should be included in the historic resources study area per the CEQR Technical Manual. The EIS should assess project and construction related impacts to the school, and provide best practices mitigation measures in the event significant impacts are identified.

Task 8: Urban Design

- Due to the current lack of useable public space that contributes to successful urban design (plazas fountains, small gathering spaces and market areas), a detailed analysis of the lack of urban design components that make for a thriving community is also appropriate

Task 9 – Hazardous Materials

- The CHLDC's Brownfield Opportunities Area (BOA) Step 2 report lists suspected brownfield sites throughout the BOA study area that directly reflect the rezoning boundary. The sites identified in the report should be considered as E designation and therefore warrant a hazardous materials assessment in the EIS.

Task 10 – Water and Sewer Infrastructure

- The project has the potential to result in significant adverse impacts to the environment because the project is located within the Jamaica Bay Watershed and the Proposed Actions' RWCDS is expected to involve development on sites one acre or larger where the amount of impervious surface would increase (sites 66a, 66b, 67). The Scope of Work should be expanded to describe the methodology that will be used in the EIS to assess potentially significant environmental impacts to the Jamaica Bay Watershed.
- Sewer infrastructure throughout the neighborhood is already at capacity. This is visible by the sewer back ups during heavy rains, especially along Fulton Street. The DEIS must assess the increase demand on the sewer system throughout the rezoning boundary caused by a projected 20,763 new residents by the proposed actions and analyze any potential adverse impacts. DCP must consider green infrastructure mitigations for any adverse impacts identified in the DEIS.

Task 11 – Solid Waste and Sanitation

- As described in the Draft Scope, an assessment of solid waste and sanitation services is warranted because the Proposed Actions are expected to result in a net increase of more than 50 tons of solid waste per week, compared to No-Action conditions. Because the Proposed Actions could potentially result in an increase of over 24,000 residents and workers to the rezoning area, the New York City Department of Sanitation should be consulted in the preparation of this assessment.

Task 12 – Energy

- On December 12, 2014, the New York State Public Service Commission (PSC) issued an order approving ConEd’s Brooklyn/Queens Demand Management (BQDM) Program to address the overload of subtransmission feeders serving the Brownsville 1 and 2 substations that support neighborhoods in Brooklyn and Queens, including the proposed rezoning area. ConEd forecasts that by 2018, the total resource need for the infrastructure serving Brownsville 1 and 2 will be 69 MW above the system’s current capabilities to meet reliability requirements. Because the energy infrastructure within the rezoning area is at or close to capacity, DCP should consult ConEd to determine if the Proposed Actions would require extension or upgrading of energy transmission facilities and note its findings in the EIS.
- Part of the BQDM Program's proposal to reduce utility demand involves ConEd partnering with private landowners to install microgrids and energy storage systems within the Brownsville load area. Because the Proposed Actions are anticipated to intensify land uses and promote the development of available land within the proposed rezoning area, there is potential that project implementation would impact the transmission or generation of energy by reducing the number of BQDM Program participants compared to a No-Action scenario. The EIS should include a detailed assessment of energy impacts, and consider clean on-site generation alternatives if impacts are determined to be significant.

Task 13 – Transportation

- New affordable housing developments within the proposed rezoning area would not include off-street parking facilities, and mixed-income development could potentially opt out of off-street parking as well. This reduction of off-street parking facilities would result in significantly greater volumes of transit users, pedestrians and cyclists. The Draft Scope forecasts parking demand generated by the projected residential component of the Proposed Actions’ RWCDs based on auto ownership data for the rezoning area and the surrounding area. This methodology is fatally flawed because it incorrectly assumes that a reduction in parking supply would have no effect on demand. We believe DCP is under-anticipating the volumes of transit users, pedestrians and cyclists, and urge DCP to immediately address this fatal flaw in a revised Scope of Work.
- DCP will need to work closely with NYCDOT and MTA-NYC Transit to assess and make improvements to the CHENY transportation and transit network to accommodate increased volumes generated by new development. The proposed EIS does not acknowledge the severe budget shortfall at the MTA, and assumptions about transit availability and accessibility are therefore deeply flawed. In addition, the EIS needs to assess the structural capabilities of the streets to adequately handle increased traffic. The community believes that CHENY has the worst streets in the City due to years of neglect and Councilwoman Barron has stated that there is a need for retrenching of the streets.

- The CHENY community has long been concerned about pedestrian safety. The EIS should assess the Proposed Actions' consistency with the Mayor's Vision Zero initiative. The omission of such a cornerstone administration policy in the Proposed Actions is a significant flaw. Pedestrian friendly features should be included in the EIS as mitigation measure.
- Transportation improvements in the rezoning proposal should minimize the diversion of highway auto and truck traffic to local streets; improve and create additional opportunities for pedestrian/bicycle travel (particularly to enhance walk- and bike-to transit options); increase the effectiveness and accessibility of mass transit; address the specific needs of emergency response personnel and vehicles; and enhance the opportunities for the efficient movement of goods and other commercial services.
- The Long Island Railroad's Atlantic Line runs through Atlantic Avenue across the length of the rezone area. The track is at grade between Sackman Street and Van Sinderlan Avenue, and is underground between Sheffield Avenue and Essex Street. Additionally, LIRR's East New York Station is located between the Ocean Hill and CHENY sections of the rezone area. An analysis should be conducted of existing LIRR services as well as future infrastructure construction plans and how would they accommodate commuters through the 2030 analysis year. The analysis must provide detailed estimates of how many additional people are likely to be coming into the area for what purposes, the number of new commuters resulting from the Proposed Actions, and identify all projects that are now in construction, being designed, or in the queue for funding.
- As the Proposed Actions would increase the number of people traveling to and from the rezone area, the traffic study area should be expanded to include major approach routes leading to CHENY.
- The EIS should describe existing bicycle and bicycle share facilities, and also those being developed by the City's Department of Transportation and privately-owned but public bicycle sharing systems.
- The EIS must include a travel demand forecast for the construction period because the construction activities associated with the Proposed Actions' RWCDS meet all three criteria required for such an analysis according to the CEQR Technical Manual.

Task 14 – Air Quality

- In Appendix 4 of the Draft Scope (Air Quality Analysis Methodology Memorandum), the proposed locations for analysis of increases of carbon monoxide (CO) and Fine Particulate Matter less than 2.5 microns in diameter (PM 2.5) in the air caused by vehicular traffic either do not include all of the affected corridors. Pitkin Avenue is not included in the proposed locations, yet it will be greatly affected by the Proposed Actions. The EIS must consider intersections on Pitkin Avenue in its air quality assessment.
- In addition, the boundaries in which intersections on Fulton Street and East New York/Jamaica will be selected for study must be located within the defined zoning boundaries. Currently, the boundaries include intersections between Rockaway Avenue on

the west and Lincoln Avenue on the east on Fulton Street and between Rockaway Avenue on the west and Lincoln Avenue on the east on East New York/Jamaica Avenue. Schools, open space, housing and other community and health facilities must be considered as receptor sites as defined on the CEQR Technical Manual in Chapter 17, especially on Fulton Street and Jamaica Avenue within the rezoning boundaries. Finally, while nitrogen oxides are analyzed regionally, the increase traffic caused by the proposed action warrants an analysis of nitrogen oxides emitted from both mobile and stationary sources.

- While the Draft Scope notes that the EIS will include an industrial source analysis, it does not specify which potential pollutants will be analyzed. The EIS must analyze potential air quality impacts from industrial sources including, but not limited to, lead and non-criteria pollutants, as defined in Chapter 17 of the CEQR Technical Manual.
- Air quality during construction must be assessed in the EIS.

Task 15 – Greenhouse Gas Emissions and Climate Changes

- Due to climate change and the expected increase in damaging storms, in frequency and severity, it is important to assess the ways by which the East New York rezoning can support the City's resiliency efforts, and not contribute to additional problems in emergency events. In particular, while there is a prevalence of gas stations in the area, it should be assessed if new zoning text will impact the amount of gas stations, and what that impact will be on providing critical fuel resources, especially for emergency vehicles, back up generators, and the distribution of needed goods and supplies in an emergency or catastrophic event

Task 16 – Noise

- The Proposed Actions could lead to increased ridership on the MTA's J subway line, which is elevated along Fulton Street across the length of the proposed rezoning area. The EIS should incorporate into the noise analysis any changes to the frequency of J train service resulting from the Proposed Actions, and also any changes to frequency resulting from proposed MTA capital improvement projects or service changes through the 2030 analysis year. This detailed analysis should be performed in conformance with Subsection 332.3 of the CEQR Technical Manual. The MTA should be consulted for inclusion of best practices noise mitigation measures to reduce elevated train associated noise impacts.
- The Draft Scope indicates that only a qualitative analysis of construction noise impacts would be included in the EIS. Per the CEQR Technical Manual, construction noise, generated by pile driving, truck traffic, blasting, demolition, etc., is generally analyzed only when it affects a sensitive receptor over a long period of time. Construction resulting from the Proposed Actions has the potential to cause construction equipment to be operating within 1,500 feet of a receptor for a period of time exceeding two years. As such, the EIS should include a comprehensive qualitative analysis of construction noise impacts.

Task 17 – Public Health

- According to the Draft Scope, a public health assessment is warranted if an unmitigated significant adverse impact is identified in other CEQR analyses, such as air quality, hazardous materials, or noise. DCP should expand its assessment for public health to include impacts of the rezoning on the community’s existing health issues and vulnerabilities, as outlined in Section 200 of the Public Health chapter of the CEQR Technical Manual.
- Many local residents suffer from health issues associated with poor diet, lack of exercise and pollution and poverty. Rates of obesity, high cholesterol, diabetes, and heart disease are higher in CHENY compared to all of New York City, and local children begin to develop problems that lead to life-long health complications at a young age. Approximately 30% of individuals in Cypress Hills are obese, compared to 20% in New York City. Almost 53% of the population reports getting no physical activity. People who are overweight or obese are at increased risk for diabetes, heart disease, and high blood pressure. The leading cause of death for Hispanics, blacks, and Asians is heart disease, a condition that can result from obesity. 16% of East New York adults have diabetes, which is almost twice the rate of NYC residents as a whole. This highlights that CHENY residents suffer from certain health issues at a greater proportion than the rest of New York City. Given these health vulnerabilities, the EIS must include a full public health assessment, with a focus on the potential exacerbation of existing health issues caused by actions put forward by the rezoning (e.g., construction, increased traffic, and psychological impacts caused by displacement). The existing health vulnerabilities of the CHENY communities justify the need for a public health assessment DCP should include such an assessment in the EIS.
- Due to the community’s health vulnerabilities, health clinics throughout the community provide a vital service to community members and their health needs. There are several health clinics located throughout the rezone area and their current and future capacity needs to be assessed in the EIS. The rezoning projects an additional 20,763 residents to the CHENY area, which will increase demand for health services. The EIS should assess whether clinics, located within a half-mile radius of the rezone area are able to care for both new and existing residents. In addition, the EIS should evaluate whether Medisys Health Center and the East New York Diagnostic and Treatment Center would be displaced by the Proposed Actions.

Task 18 – Neighborhood Character

- According to the CEQR Handbook, the definition of neighborhood character is an amalgam of various elements that give neighborhoods their distinct “personality”, including socioeconomics, land use, urban design, and historic resources. We disagree with DCP’s conclusion that neighborhood character impacts are rare and request that the EIS include a complete neighborhood character assessment.
- The EIS should analyze the Proposed Actions’ impact on diversity in CHENY as a result of residential and business displacement.

- In the CHENY community, 54% of residents are Latino, 27% are African American, 11% are Asian, 2% are white, and 5% are multiracial or another race. The Manhattan Institute for Policy Research released a report in which they discuss the poverty and progress throughout New York City's poorest neighborhoods, one of which is Community Board 5. This report catalogues the bell curve of poverty in New York City from 1980-2012. As it stands, Community Board 5 has over 30% of its residents living below the poverty line. Furthermore, The Furman Center's report states that as of 2012, over 30% of the residents in CHENY are living with a severe rent burden.
- The Coalition urges DCP to acknowledge the defining features of the residents of East New York when working on the EIS. For example, 58% of CHENY's residents speak a language other than English at home. Specifically, 49% of residents speak Spanish.
- The Draft Scope does not describe how it will analyze the needs of residents who are living well below the poverty line and who are more likely to be displaced. This is extremely problematic. If DCP does not analyze the systematic effects of poverty and displacement in this community in the EIS, it is further marginalizing our community. The Coalition strongly believes the impacts of the proposed actions on neighborhood character should be adequately assessed due to the community's vulnerability to residential and business displacement.
- The Proposed Actions' impact on Fulton Street, Atlantic Avenue and Pitkin Avenue, which are an important part of the East New York community, should be fully addressed.
- The EIS should address the impact on of residential encroachment on the auto shops, iron workers and manufacturers on Atlantic and Liberty Avenue.
- The EIS should acknowledge the defining features of East New York.
- CHENY's housing stock is primarily made up of two- and three-family homes. Many of these homes represent the achievement of homeownership, which defines the character of the neighborhood's side streets. The EIS should address the how the Proposed Actions might result in the loss of these homes. As outlined in The Furman Center's neighborhood profile for Community Board 5, there is a foreclosure notice rate of 45.3% in CHENY, which highlights the vulnerability of existing homeowners. This percentage will only increase after the Proposed Actions. The EIS must assess the Proposed Actions' impact on foreclosure rates, property tax increases, and how those impacts will change CHENY's neighborhood character.
- In assessing neighborhood character, DCP must adhere to the steps outlined in the CEQR Technical Manual, which include field visits, photographs, interviews with neighborhood residents and workers, and graphics and text describing the neighborhood.

Task 19 – Construction

- The EIS should address the parties responsible for the completion of any construction.
- The EIS should evaluate how pollution, dirt, noise, traffic and congestion from construction could be mitigated.
- The estimated completion date of construction, as well as the dates and times that construction will take place should be included in the EIS.
- The Proposed Actions' RWCDS would entail construction for a long duration that could affect the access to, and viability of, a number of businesses. The failure of those businesses has the potential to affect neighborhood character. An assessment for construction impacts on socioeconomic conditions should be conducted and included in the EIS.

Policy

- The EIS must clearly articulate whether there will be demolition of existing rent stabilized housing stock. There is precedent for this concern—The Fifth Avenue Committee raised this very issue in regards to the Fourth Avenue Rezone in Brooklyn. Despite raising this concern, there was a net loss of affordable stock. The EIS must include a full accounting of existing housing stock as well as which units are eligible to maintain their rent-stabilized status.
- The rezone area includes one NYCHA development, Fiorentino Plaza, located across several blocks on Pitkin Avenue. The Draft Scope makes no mention of plans for this development. This is a very old NYCHA development that has been severely neglected for decades. The Draft Scope failed to mention this development. Plans for relocation, demolition, and rehabilitation regarding this development must be articulated in the EIS.
- In regards to transportation policy, the EIS must detail the type and number of permits issued because construction will directly impact transportation to and from CHENY. The impact needs to be studied beyond local travel as residents use residential streets as part of their work commute, in an effort to avoid bottleneck areas, such as the intersection of Atlantic and Pennsylvania Avenues. A limit in the number of permits will also prevent severe shortages of area parking for existing residents.
- Health and safety policies regarding construction are not covered in the Draft Scope. The EIS must assess placing limits on the number of construction permits within a specified radius so that no area is disproportionately impacted by construction dust, noise, and physical hazards. East New York is one of several areas of New York City greatly impacted by asthma and other ailments, especially with respect to children. Community Board 5 has the highest percentage of persons under the age of 18 in New York City, a full third of the local population. These children are vulnerable to the adverse health effects of construction, and their vulnerability should be addressed in the EIS.
- The EIS must specify plans to increase the amount of inspectors in all agencies impacted by the rezone plan. The number of additional site inspectors needed from DOB and HPD needs to be determined as this will overload the existing staff. An overloaded staff can lead to health and safety issues on site. The EIS must evaluate whether the City has the full

cooperation from state and federal agencies that share in oversight of health and safety issues, such as OSHA.

- The Draft Scope indicates that only a qualitative analysis of construction-related air quality impacts would be included in the EIS. Construction activities associated with implementation of the Proposed Actions' RWCDs meet the CEQR Technical Manual's criteria for consideration of performing a preliminary quantitative analysis of construction air quality impacts. Asthma and other air quality-related issues are a major concern of residents living within the proposed rezoning area, and the EIS should quantitatively analyze potential air quality impacts during construction so the appropriate mitigation measures are included in the event that impacts are significant.

Labor

- Local hiring of laborers and contractors needs to be addressed in the EIS, as there is already widespread concern in the neighborhood regarding jobs.
- New York City Small Business Services (SBS) has a training unit with a budget for training. This unit should hire an OSHA-10 trainer, which is the minimum requirement needed to work on a construction site. The City should allocate slots for OSHA-10 training based on residency within the community. The Coalition recommends expanding the training unit to do basic construction training in the community or increasing grants to organizations that provide construction skills.
- Local hiring needs to include specific plans for hiring local contractors and suppliers. There are numerous businesses in Community Board 5 that are either construction trades or construction suppliers. These businesses already hire locally and since they are here they should benefit from that. For those firms hired for construction that are not in the area there should be minimum numbers of local persons hired and that should be in proportion to the labor contract.
- The EIS should address implementing a MWBE program.
- Businesses that are city certified MWBE firms and are local should receive preference for selection. There is no reason that a business cannot be given a specific certification based on location and that it not be as cumbersome as obtaining the city's MWBE certification.
- The EIS should quantitatively analyze potential transportation impacts during construction.

Task 20 – Mitigation

- The EIS should include an in-depth discussion of mitigation measures for each Task, as well as how these measures would be implemented and the party responsible for their implementation.
- Additionally, mitigation strategies considered should include, but not be limited to, mitigation measures suggested in the Coalition's comments above. DCP must consider best practice mitigation measures where it determines that significant adverse impacts will occur.

Task 21 – Alternatives

- The EIS should include an in-depth discussion of alternative measures for each Task, as well as how these alternatives would be implemented and the party responsible for their implementation.
- Additionally, alternative measures should include, but not be limited to, alternatives suggested in the Coalition for Community Advancement: Progress for East New York/Cypress Hills's comments above. DCP must consider alternative measures where it determines that significant adverse impacts will occur.

Annex A

School Utilization in Rezone Area

School	Enrollment	Capacity	Utilization	Expected Growth	Transportable Units	PreK Seats	Campus School	Considerations
<i>Cypress Hills SubArea</i>								
PS 7	1073	742	145%		Yes			
PS 65	644	620	104%					
PS 108	891	865	104%			35		
PS 290	574	569	103%		Yes	16		
PS/IS 89	446	461	97%			18		
Achievement First East New York Charter School	310	325	95%					
IS 171	780	1130	69%	825 students/72%			Yes	Does not have a gym or science labs, Contains City's first Middle School Student Success Center
IS 302	1233	1399	88%	1550 students /111%	Yes		Yes	Three schools expected to grow tp 1550 students (Achievement First is expected to grow to 890 - its charter permits up to 941, Liberty Avenue MS to 285 and VISTA MS to 375) - see builidning utilization plan; Contains a Beacon, Beacon Prevention Program and ENY Diagnostic & Treatment clinic
Subtotal	5951	6111	97%	6367 students/104%		69		As of 10/13 there were 145 un-used seats; IS 302 will add 267 seats and IS 171 campus will add 45 seats
City Line								
PS 214	991	738	134%		Yes	96		
East New York								
PS 345	689	977	71%	Full Capacity to be used		36		Charter School supposed to open in 2015-16, full capacity to be used
PS 158	552	745	74%			36		Community School being developed - need space for co-locations
PS 159	854	877	97%		Yes			
PS 149	739	908	81%			72		
IS 292	727	831	87%					
Subtotal	4552	5076	90%	Enrollment will be 4840 if PS 345 houses a charter		240		
Totals	10193	10862	94%	Enrollment will be 10843 with expected growth or 99.8% utilization				

Source of Enrollment and Capacity Data: http://www.nycsca.org/Community/CapitalPlanManagementReportsData/Enrollment/2013-14_CC_K.pdf pages 22-27 and 43-48

Population Projections

Page 25 of Scope projects 22,414 new residents

Current Age Distribution

Age	2010 Distribut Plan Projections	
Early Childhood		
Under 5	8.50%	1905.19
School Aged		
5-9 years	9.70%	2174.158
10-14 years	9.40%	2106.916
	4281.074	42% increase

Source of 2010 Age Distribution: http://www.nyc.gov/html/dcp/pdf/neighborhood_info/socio_demo/bk05_socio_demo.pdf

-----Original Message-----

From: Jordan Bruk [<mailto:jordanbruk@gmail.com>]

Sent: Thursday, March 12, 2015 6:28 AM

To: WINSTON VON ENGEL

Subject: East New York zoning proposal

Good morning Mr. Winston R Von Engel.

We met the other day at community board meeting of Oceanhill Brooklyn march 9 My name is Jordan Bruk my contact information is 516-313-9639.

I am sending you this email in regardson the Oceanhill rezoning project.

It appears that a lot was missed on the proposed rezoning.

On lot 1450/23 it appears it was missed.

Because lot 1450/22 and lot 1450/24 are on the list of zoning proposal and lot1450/23 is in the middle of the two of them.

I also noticed that lot 1450/31 appears two times on the list One as a partial and one is not. But in actuality I only see on the map one lot 1450/31.

From: Joan Byron [<mailto:jbyron@prattcenter.net>]
Sent: Monday, March 16, 2015 3:26 PM
To: EAST NEWYORK
Cc: Vicki Weiner; Paula Crespo
Subject: Pratt Center Comments on Draft Scope of Work



**Pratt Center Comments on NYC DCP's Draft Scope of Work for an Environmental Impact Statement
East New York Rezoning Proposal
March 16, 2015**

Pratt Center is concerned that the study methodology will understate the risk that industrial businesses will be displaced, and that the well-paying jobs of the workers they now employ will be lost.

We are especially concerned that DCP is proposing to replace significant areas of now industrially-zoned land with MX, which it states will promote a mix of industrial, commercial, and residential uses.

The actual experience with MX zones throughout the city since such districts were first mapped in 1997 demonstrates that MX has in fact promoted a transition from industrial to residential and commercial use, and has consistently failed to promote a real mix of uses or to preserve land for manufacturing.

We have examined MX zones mapped throughout the city. The overwhelming majority of these rezonings – 13 of the 14 such districts mapped - have resulted in a loss of industrial land. The speed and extent of loss varies, both with the strength of local markets and with the economic cycle, but it has occurred in all parts of the city.

In the 14 MX districts mapped in NYC, a total 41% of industrial land - over 4.2 million square feet – was lost by 2014. Residential lot square footage, including mixed residential and commercial land use, increased by 71%.

This study must realistically assess the likely impacts of rezoning industrial land to MX, and consider alternatives that would eliminate or mitigate them. If MX zoning as currently defined is mapped in East New York, it is highly likely

- Areas rezoned to MX will experience displacement of manufacturing due to the ability of MX-zoned land to attract users bringing in a higher rent;
- MX will also encourage real estate speculation and open the opportunity to convert the land to residential uses, especially near transit nodes like Broadway Junction;
- There are a significant number of manufacturing and industrial users along Atlantic and Liberty Ave that would be threatened and displaced under the proposed zoning changes including long time businesses such as Mrs. Maxwells Bakery (est. 1928) and National Metal Enclosures (est. 1940). These are businesses that have survived the contraction of the sector and are strongly competitive because they produce products for which there is a strong local market in NYC. The biggest threat to their continuing survival and

growth is the lack of stable and affordable space.

Alternatives to MX

We call upon DCP to analyze alternatives to the MX zoning as it is now defined in the text that would instead promote a sustainable mix of industrial and other uses. Possibilities include block- or district-level mandates for preservation of specific percentages of industrial space in mixed-use areas; provision for transfers of development rights that would preserve existing industrial space; and the establishment of financing tools to keep industrial space affordable.

Potential Erosion of the East New York Industrial Business Zone

We are also concerned that the “Planning Framework” as presented by DCP proposes mixed-use development including commercial and residential uses on one block located within the East New York Industrial Business Zone, and several blocks directly adjacent to it. Encouraging residential development in close proximity to industrial areas is very likely to create conflicts between industrial users and their new neighbors over truck transport and access, on-street parking, operating hours, waste collection, noise, etc., even when industrial businesses are operating in compliance with applicable regulations. The EIS should identify the potential for such conflict and propose mitigations that will not undermine individual businesses or the viability of the IBZ overall.

Cumulative Impact of Rezoning Industrial Land Citywide

We are also concerned that the City has expressed its intent to rezone industrial land in other neighborhoods for mixed or residential use. This will mean that businesses displaced from East New York will be unable to find land in other neighborhoods to which they can afford to relocate – so that the cumulative impact on the entire manufacturing sector, and its workers, will be even greater than the sum of impacts of individual rezonings would suggest. We call upon DCP to examine the *cumulative impact* of all rezoning of industrial land that it contemplates under the Mayor’s Affordable Housing plan.

Impact of the Loss of Industrial Jobs

Displacement of industrial businesses will result in the loss of living wage jobs those businesses now provide, and their replacement by poorly paid, often part time retail and service work. The EIS should realistically project not only the total number of jobs that are likely to be lost to displacement and gained through new development, but analyze the quality of those jobs and the impact of lost wages and opportunities for local residents.

Submitted by:

Joan Byron

Director of Policy

Pratt Center for Community Development

200 Willoughby Avenue



Brooklyn, NY 11205

jbyron@prattcenter.net

718-636-3468 (office)

www.prattcenter.net



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BROOKLYN COMMUNITY BOARD 5

THE CITY OF NEW YORK

ERIC ADAMS, BOROUGH PRESIDENT
ANDRE T. MITCHELL, BOARD CHAIRMAN | WALTER CAMPBELL, DISTRICT MANAGER

"ONE COMMUNITY, ONE VOICE"

March 16, 2015

New York City Department of City Planning
Environmental Assessment & Review Division
22 Reade Street, 4E
New York, New York 10007

Re: East New York Rezoning Proposal

Dear Sirs:

This letter is written on behalf of Brooklyn Community Board #5 in response to the "Draft Scope of Work for the Environmental Impact Statement" (aka draft scope) for the proposed rezoning of parts of the area known as Brooklyn Community District 5.

Although today is the deadline for written comments to your agency but the Board takes issue with the incredibly narrow window that was given to review a document and plan that will have an impact for decades to come, not just on the area proposed in the draft scope, but in the surrounding areas of the community and others as well.

This letter is to serve notice to the New York City Department of City Planning that Community Board #5 intend to do a thorough review of the draft scope which you will received within 30 days. The Board has already begun its review and will act expeditiously to complete a formal written response within the stated thirty days.

The thirty days are separate and distinct from our position on the amount of time given to us for a review. Please remember that the board members are all volunteers. They serve our city with pleasure and honor as members of the community board, however many of the members, especially those best able to lead the response, have day jobs and families that make sure a thorough review challenging. With that said, I respectfully submit this letter to your agency as a notice that although the board take issue with the deadline for written responses. Be assured that the board will provide a thorough written response in thirty days.

Thanking you in anticipation.

Sincerely,

Walter Campbell, DM
Community Board #5

cc: Winston Von Engel
Andre T. Mitchell



Good evening my name is Sergei Champagne and I represent EAST New York Comm, Local Resident.

My (firm/organization) is a member of the Coalition for Community Advancement. I wish my testimony to be linked to our Coalition's written response regarding the Environmental Assessment Statement draft scope, which we will submit to City Planning by the March 16, 2015 deadline.

Preventing displacement is at the heart of our Coalition's work and with that comes preventing demolition of rent-stabilized housing stock.

The "Draft Scope of Work for an Environmental Impact Statement" ("Draft Scope") says almost nothing about the demolition of rent-stabilized stock yet the potential for this type of demolition is extremely high.

We demand a comprehensive assessment on the potential for demolition of rent stabilized businesses, regardless of occupancy status. This needs to be studied and mitigated immediately.

There is precedent for this. During the Fourth Avenue, Brooklyn Rezone the Fifth Avenue Committee, a nonprofit community development corporation, warned of this yet it fell on deaf ears because that's exactly what's happened.

This assessment should include a full review of existing rent stabilized stock, not just what is currently available but also their "Year 15" date and specific information regarding their willingness and capacity to remain within a rent stabilized program.

This assessment should also include specific details on NYCHA housing on Pitkin Avenue, located in the rezone area. NYCHA's Fiorentino Plaza is a cluster of very old public housing with numerous repair issues. There are many other older buildings in the rezone area that are in rent stabilized programs, and other newer ones that are approaching "Year 15" status.

Besides addressing the significant potential for demolition of rent stabilized stock, DCP should also answer why this isn't covered in the Draft Scope.

Contact information: 718. 913 2671



TESTIMONY FOR THE EAST NEW YORK REZONING SCOPING HEARING

MARCH 5, 2015

Hi, my name is Carlos Geraldo. I live in East New York. I have been a houseman at the NYLO Hotel for 15 years, and am a member of the NYC Hotel Trades Council. I am here representing Build Up NYC. We are an alliance of working men and women advocating for good jobs and responsible development.

We support the city's goals of creating and preserving affordable housing here in East New York, and across the city. The need for affordable housing has reached crisis levels across New York City. The lack of good jobs has made the need to build and preserve affordable housing even more urgent. Affordable housing can be achieved in two different ways – 1) lowering housing prices, and 2) creating good jobs with good pay that helps raise working people's ability to afford housing.

The rezoning of East New York must create housing that working people can afford as well as preserve the already existing affordable housing in the community.

Affordable housing is a worthy goal that should be promoted. However, in order to be open and transparent, the DEIS needs to address how many units, and at what rates will these units be available to low income residents. 46% of East New York families earn less than \$25,000. Almost half of our community is low-income. We need to make sure that the affordable housing is affordable to the members of our community that need it most. The City should also disclose its plans for ensuring that that this housing remains affordable for the long-term.

Additionally, with the expectation that 7,000 units of housing and an additional 20,000 people will be brought to East New York, the City should address how it will ensure that the residents of East New York can remain residents of East New York? This could be a great opportunity for our community if along with affordable housing, our infrastructure is upgraded, our transportation is improved, and our schools can house our children. This plan can bring a lot of good things to our home if it is executed with community involvement and input and in a responsible manner.

As Mayor de Blasio said in his State of the City Speech this year, "nothing does more to address income equality than actually raising people's incomes." In order for any housing built in East New York to be affordable for East New Yorkers, we need good jobs that provide a living wage for members of our community. My job is good because I have a great salary, job security, I'm able to provide for my family. I have put 2 children through college and have I've lived in the same apartment in East NY for 23 years. I live a comfortable life in New York City because of my Union job. Any rezoning must have a strong requirement for good jobs. In the DEIS, the city needs to address how they will ensure that the jobs created in East New York will allow East New Yorkers to pay their rent and keep their families in their homes.

Thank you

**25 W. 18th Street
Fifth Floor
New York, NY 10011
347-201-2049**

Gary LaBarbera
President

Michael Fishman
Secretary-Treasurer

Terry Moore
Vice President

Robert Bonanza
Vice President

Joseph Ranaaglia
Vice President

Steve McInnis
Vice President

From: Sibyl Green [mailto:profitness1on1@yahoo.com]
Sent: Monday, March 16, 2015 5:00 PM
To: WINSTON VON ENGEL; WINSTON VON ENGEL; atmitchell@ch.nyc.gov; respinal@ciuncil.nyc.gov; askeric@brooklynbp.nyc.gov; jessenv@cypresshills.org; cassandraf@cypresshills.org; etcrb@yahoo.com
Subject: East New York Economic Development

March 12, 2015

NYC Department of City Planning
16 Court Street
Brooklyn, NY 11201

To The Board or Committee at hand,

The Community of East New York Brooklyn, and I, Tami Green want to thank you for your time and efforts in informing and assisting to a small margin, the community, residents and organization of East New York Brooklyn, in the areas of workshops, meetings and brief discussions on the East New York Economic Development to soon come!

However, though the efforts of the NYC Department of City Planning are heartfelt, it does fall short of actually informing the majority of the East New York Community and Neighborhoods of the soon and pertinent changes to come, which will affect the future of the already existing residents, community, businesses, and organizations of East New York!

Though the intentions of the NYC Department of City Planning concerning the East New York Economic Development for building sustainable communities throughout New York City may or may not be sincere is yet to be seen and/or proven.

When speaking on Sustainable Communities, we the residents, community, businesses, schools, churches and organization have been sustaining our communities for decades and generations in blood, sweat and tears! Our Labor and Voices Unheard and often Ignored by Government, Private and City Officials and Departments.

We Want Change! We're For Change! And We Know Change Will Come! However, Is this change for the better or worse for the already existing working class and non working class residents, students, churches, businesses, organizations of East New York Today!

1. Would they be able to afford to keep and maintain their home ownership?
2. Would they be able to afford the small margin of Affordable Housing projected to be built?
3. Would they be afforded Career Opportunities and Job Opportunities created by the New Infrastructure to take place?
4. Would they be qualified and prepared to take advantage and embark on such Important Opportunities?
5. Would they be afforded the opportunity to remain residents of East New York Brooklyn?

6. Will Churches be able to keep and remain open for their communities?
7. Will Students have growing opportunities and advantages to continue their educational studies here in East New York?
8. Will Senior Citizens have the right to have and sustain quality of life and living conditions?
9. Will already existing businesses have the opportunity and economic resources to remain, grow and expand their business right here in East New York?
10. Will renters have the resources and opportunities to become 1st Time Home Buyers?
11. Will There Be An Infrastructure for Colleges and Medical School To Be Built Right In The Heart of East New York Brooklyn?
12. Will There be a Central Public Library accessible for all residents of East New York Brooklyn?
13. Does This East New York Economic Development for Sustainable Communities allot for Youth and Young Adult Opportunities and Resources in the areas Of Communication Development of The Arts, Theater, Music and Media Production?
14. Does This Plan Include an African American Museum of History, Literature and Technology?
15. Does This Plan Include a Latina, Spanish American Museum of Art, History and Culture?
17. Is There A GUARANTEE That Already Existing Residents, Businesses, Churches and Organization WILL NOT Be Economically FORCED OUT Because of PROPERTY TAXES, RENT AND COST OF LIVING SKYROCKETING?
18. Will We The Community Have an Opportunity to Have A SIT DOWN WITH ALL PROPOSED DEVELOPERS OF THE EAST NEW YORK ECONOMIC DEVELOPMENT?

The Community, The East New York Youth and Young Adult Coalition, Super 70 Senior Citizen Alliance, ProFitness 1 on 1

Black Youth Spectrum, Twist, Locks, Afros and Cornrows Hair Salon, Little Princess Hair Salon, Recognize EveryThing Cleaning,

One Soul, One Mind Media Productions, Straight Outta Brooklyn Entertainment Productions, The Brooklyn East New York Arts Academy and Dance School of East New York and I, Tami Green:

- A) Strongly Support the comments, views, and questions proposed in this letter and
- B) NOT IN FAVOR OF THE REZONING OF EAST NEW YORK AT THIS TIME Until Further and More Detail Information and Unmentioned Issues and Concerns be ADDRESSED CONCERNING THE EAST NEW YORK COMMUNITY ON A WHOLE!
- C) Request a more accurate and fairly accessed proposal of the NYC Department of City Planning Proposal
- D) Request More Clarity and Precise Definitions of NYC Department of City Planning Rezoning Proposal/Laws
- E) Request A Media Press Conference Sit Down with NYC Department of City Planning and Mayor Bill de Blasio ASAP!
- F) Request A List of All Proposed Developers of the East New York Economic Development
- G) Request A SIT DOWN WITH ALL PROPOSED DEVELOPERS OF THE EAST NEW YORK ECONOMIC DEVELOPMENT!!

We The Community of East New York Thank You So Kindly for your Consideration in this
Proposal Letter

Tami Green
President/CEO

ProFitness 1 on 1 - The Ultimate In Urban Fitness Training
646-359-0049



Good evening, my name is Barbara Hopson and I am a resident of East New York and a member of New York Communities for Change (NYCC). I have lived in this community for 24 years.

There is a housing crisis and I applaud the Mayor's initiative to build and his commitment to build apartments that will be affordable to current residents of east New York that need decent, safe affordable housing.

We are supportive of the Mayor's plans to up zone, but we need details. We need the mayor to "build it right"

We need real affordability – the people in east New York make minimum wage, don't always have full time work and work at low paying jobs – we need apartments affordable to families making \$20,000, \$30,000 and \$40,000 a year. BUILD FOR US

We need apartments sized for families so we can bring up our families and stay in east New York. – BUILD FOR OUR FAMILIES

We need jobs – we need career oriented, well paying jobs for local residents. We have hundreds of union workers in our community and we have hundreds more that could be union workers if given the opportunity – HIRE US

We need services and stores that serve us. We need schools that work for our children. MAKE SURE SERVICES ARE FOR US

Once you provide us with the details; particularly about affordability and jobs we will be right there with you.



Good evening my name is Michael Keller and I represent (YMCA) Coalition for Community Advancement.

My (firm/organization) is a member of the Coalition for Community Advancement. I wish my testimony to be linked to our Coalition's written response regarding the Environmental Assessment Statement draft scope, ^{methodologies and assumptions} which we will submit to City Planning by the March 16, 2015 deadline.

The proposed East New York rezoning plan does not come close to specifically addressing the different affordability programs that have been mentioned, but not detailed, in the "Draft Scope of Work for an Environmental Impact Statement" ("Draft Scope") and various public outreach sessions conducted by NYC Department of Planning and NYC Department of Housing Preservation and Development.

The city has mentioned "Mandatory Inclusionary Zoning" as one mechanism for addressing affordability, yet the program is still being revised and unapproved and there are no concrete plans for implementation.

Rent regulations are determined on the state level and aren't due to be renewed until June of this year. New York City can't make commitments on regulations that are outside of its governance before then.

Also, before the state legislature this June is the renewal of 421-A, aka the 80/20 program. We don't know yet if this program will survive, be changed to promote better affordability or provide even more loopholes in it than already exist.

We need to know how DCP will modify their Environmental Impact Statement once these different programs are finalized. Once those modifications to the EIS are done, the public must be given a chance to respond and comment. This must happen before ULURP starts.

Page 3, Section C, "Community Engagement and Interagency Participation" and continuing on Page 4, Section C, "East New York Community Plan" of the Draft Scope both call for all these items, yet throughout the Draft Scope there are very limited details on how these goals will be met, what parts will be mandated, how it will all be enforced, and specifics related to community involvement.

In conclusion the Draft Scope, although long in length is very short on details, calling into question DCP's plan for East New York as a whole. Without a crystal clear set of affordability programs in place right now the city will be responsible for widespread displacement and damage to an entire community.

We need to slow down start of EIS until major affordable housing policies are determined (MIZ, rent regulations, 421a) and all details of this comprehensive plan can be identified so that true impact can be assessed.

Contact information: Michael Keller 212 912 2235



TESTIMONY FOR THE EAST NEW YORK REZONING SCOPING HEARING

MARCH 5, 2015

Hi, my name is Dave Lyons. I have four kids, and have lived in East New York for more than 7 years. I am a plumber with Plumbers Local 1 and I am a representative of Build Up NYC. We are an alliance of working men and women advocating for good jobs and responsible development.

The proposed East New York rezoning has the ability to provide a number of benefits to our community including affordable housing as well as good family sustaining jobs. However, any development must be performed in a responsible manner. I am going to speak to you today about the need for transparency, accountability and good jobs standards to be attached to the public subsidies that will be used in East New York. We know that most developers will not invest or build anything in East New York unless they get a tax break, public subsidy or some other kind of government assistance or incentive.

I pay taxes, just like a lot of the people who are here today. If our tax dollars are going to be given to a private developer, then they should have to give something back to our community. And we, the taxpayers, should have the right to know how much of our money is being given out to landlords and developers in East New York.

The policy of the city should be to promote good jobs that bring money back into our community. The policy should be to give residents of East New York an opportunity to work on the jobs that will be created in our community. The policy of the city should be to create safe jobs so that workers and the public are protected because the workers have had a chance to develop safe work practices and the skills necessary for the jobs through state-approved training and apprenticeship programs. The policy of the city should be to create green buildings that are energy efficient and reduce greenhouse gasses so we are responsible to our environment.

The Draft Scope for an Environmental Impact Study says that public subsidies will be used to build affordable housing in East New York. Where are these subsidies coming from? How much will they be and what kind of public oversight and accountability will be used? In the DEIS, the city needs to compare the use of subsidies that require high-road, family-sustaining jobs like mine to subsidies that have no public benefit and allow low-road hiring practices.

Public dollars shouldn't subsidize low-road hiring and housing standards in our communities. All projects using any public subsidy should include public benefits that include labor standards and a system for transparency and accountability. This project has the ability to create a lot of opportunities for people to do business in our community, but it also presents an opportunity to directly benefit the members of our community. We implore the City to partner with the community and its members, to be open and transparent about the funding of these projects, and to work with us to ensure that the City's plan for East New York will benefit East New Yorkers.

When Mayor De Blasio speaks about ending the tale of two cities in New York, we can start right here in East New York by creating good jobs, affordable housing and a stronger community. Thank you.

25 W. 18th Street
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347-201-2049

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Vice President

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TESTIMONY FOR THE EAST NEW YORK REZONING SCOPING HEARING

MARCH 5, 2015

Hi, my name is Delwyn Manifold. I am a lifelong resident of Brooklyn. I am a Plumber with Local 1 and I am here today as a representative of Build Up NYC. We are an alliance of working men and women advocating for good jobs and responsible development.

I am here to speak about the impact construction will have on East New York. The proposed rezoning is expected to result in over 1 million square feet of new commercial and community facility space. In the Draft Environmental Impact Statement, the city outlines their plan to study the impact of construction on the neighborhood. Given the scale of construction, the city needs to expand its analysis of construction impact in the DEIS to include the safety of the public and workers, construction quality, and the value of the construction jobs.

Of the 12 tragic construction fatalities in NYC in 2014, 9 were on worksites not using State-approved apprenticeship programs. In addition to the danger to workers, the city needs to consider the potential safety risks construction brings to the public and consider how to reduce these risks. Is the city going to promote safe construction done by contractors using State-approved apprenticeship programs? Or will you allow low-road developers to put workers and the community at risk?

I know the difference that good safety practices make. As a union plumber for 10 years, the safety precautions we take has allowed me to earn a consistent income that makes it possible for me to afford living in New York.

The city must study the sustainability of the proposed development in the DEIS. The proposed development would bring an increase of 20,678 residents. The rezoning process must include a comprehensive plan to ensure an environmentally sustainable development. Additionally, the City should work with the community regarding its plans to upgrade infrastructure, improve transportation and provide sufficient schools and green spaces.

Finally, the city needs to study the impact of construction with two different scenarios for the DEIS: one with no standards, allowing low wage, uncertified training, and the other with State-approved apprenticeships, hiring local residents to be a part of the construction.

Given the scale of construction to be expected if the proposed rezoning is enacted, the city must consider the full impact the construction, temporary construction, permanent maintenance, operations and security jobs will have on our community.

Thank you

Statement for Modification of the Planned Ocean Hill Rezoning as part of the East New York Sustainable Communities Plan

I submit this statement on behalf of the Ocean Hill-Brownsville Coalition of Young Professionals (CYP). CYP is a membership based nonprofit whose mission is to improve the community and make it a viable place to live, work and socialize. We request modifications in the Ocean Hill section of the ENY plan.

We stand in support of the Coalition for Community Advancement, in particular their call for clear delineation of the affordable housing terms and preservation of manufacturing and industry within our community. This statement today however concentrates on the zoning districts planned for Ocean Hill.

C4-5D/C4-4L Zones

This planned zoning change would result in a densely populated area of buildings 10 stories high, and possibly higher if zoning lot mergers and inclusionary housing bonuses come into play, for this small, working class, bedroom community that is composed of typically 2 and 3 story buildings. This zoning district would allow for the further proliferation of shelters within this area that is already oversaturated with transitional housing. It would allow for shopping malls, hotels and corporate buildings to go up that would not serve and benefit the current residents. Also under this zoning district, residential development could occur that would tower over the existing buildings. To say that contextual zoning took place here would be misleading and incorrect. In the meetings that I've attended, full explanations of this particular zoning district were not given. Residents suggested commercial overlays that would allow for 1-2 stories of retail within residential buildings, not full commercial zone districts. Use of the zoning district C4-5D and C4-4L does not take into consideration the recommendations given by the community, the land use committee of community board 16 and does not preserve the character of the community.

R7A and the Loss of Manufacturing

The current proposal removes all manufacturing from the area except for a small portion of one block and upzones this community with the use of R7A districts. Our former borough president, Marty Markowitz, once shared his goal to bring industry back to East Brooklyn and this rezoning process is an opportunity to make that happen by creating special districts that would combine manufacturing and residential zones to create tech hubs much like Harlem's M1-5/R7-2 zone, with the help of the NYCEDC. Creating a tech hub in this area would encourage partnerships with the local high schools located here, create career jobs with higher paygrades than seasonal construction jobs and encourage support businesses to come to the area to serve the businesses, employees and residents. We request special districts be implemented, combining manufacturing and residential zones, maxing out residential zones at R6 zones.

Study Requests

This community is already in dire need of support for our schools and upzoning will create an immediate strain to our school district. New York City, in the recent past in the Brooklyn Bridge Park area, has not been able to absorb quick population change in local school districts. We request a plan outlining an increase of support to the district 23 public schools to bring the schools up to the standard of the charter schools and to accommodate the influx of new residents to the area.

We request a plan outlining the renovation of the Brownsville Library branch on Glenmore. This library has been a budget line item for renovation since 2009. Renovation must occur before development of additional residential housing on East New York Avenue.

This portion of the community does not have a community center. Management of the larger developments no longer allow for public use of their spaces preventing indoor community activities from occurring in Ocean Hill. A community center should be incorporated into this plan to accommodate social services such as afterschool programs as well as recreational activities for the residents.

We request implementation of a tax abatement program, similar to Philadelphia's LOOP program, for the current homeowners to assist with tax increases that will arise with the zoning changes.

We request that the Tenant Harassment Prevention Task Force begin outreach to the community now; the rezoning process and conversation has begun and landlords are increasing rents in anticipation of the influx of residents.

A study to determine the types of businesses that can be supported by the current resident composition should be done; focusing on affordable and responsible food retailers such as Trader Joe's that would fit the area and meet a need.

We request the development of a special permit process to prevent the development of additional shelters and transitional housing, requiring oversight by the local community board before building is approved and requiring city council approval.

We request that the R7A districts be changed to R6, some with commercial overlays for business on the ground floor along Fulton, Broadway and East New York, to limit the heights and maintain the character of the neighborhood.

In anticipation of the jobs that will come out of the new construction in the area, city agencies should begin now to provide training for construction jobs and the level of community placement of site workers for any upcoming RFPs in the area must be confirmed before any rezone is approved. Because the bulk of the land this area of the rezone is private, a special process should be put into place that would require developers to hire locally or opt out by paying into a community benefits fund.

The affordable housing terms should be finalized before this study is complete since the number of units will likely change the impact to this particular area. Built into the affordable housing terms should be a community benefits agreement. This agreement would create a foundation that the developers would pay into in order to develop in this rezone area and the funds would pay for new social services and recreational programs required due to the increase of density in the area.

Comments

The EAS review public meeting was never mentioned at any of the community board 16 meetings that I attended neither the full board meetings nor the land use meetings. We request that this EAS review process be redone, extending the timeframe of response and having a public hearing for community board 16 separately, to allow for Ocean Hill-Brownsville to respond. The entire process for this plan, because it is across two community boards, should be separated for the purpose of public hearings and voting approval.



Good evening my name is Brother Paul Muhammed and I am a long-time homeowner and community activist in East New York and a member of the *Coalition for Community Advancement: Progress for East New York and Cypress Hills* and I wish my testimony to be linked to the Coalition's written response which we will submit to City Planning by the March 16th deadline.

I am providing testimony on the overall East New York Community Plan and Task #3: Socioeconomic Conditions. One of the stated goals of the Plan is "More job opportunities and commercial and retail options." The Coalition is seeking **all of the details and specifics** of what job opportunities will be created and what commercial and what retail opportunities will be generated by the plan so that the environmental impact of these new opportunities and options can be fully assessed.

We deserve to know what the projected timetable is for the creation of these economic opportunities.

We ask the Department of City Planning to identify what employment sectors will create these jobs through which sites and which developments? We need to know what the educational and training requirements are for these jobs and if they match the profile of current community residents and if not – what supports can be put into place to insure that residents are ready for these opportunities?

We need to see a commitment on behalf of the City that economic opportunities created by the re-zone will go to current community residents and local small businesses.

Residents are not interested in pursuing minimum wage jobs. We seek career ladders and career advancement in sectors such as manufacturing, construction, health care and IT.



Good evening my name is Michelle Neugebauer and I represent the Cypress Hills Local Development Corporation, a not-for-profit community development organization and settlement house that has been serving the Cypress Hills/East New York community with distinction for over three decades. We are a member of the Coalition for Community Advancement. I wish my testimony to be linked to our Coalition's written response which we will submit to City Planning by the March 16th deadline. My testimony relates to Task 3 – Socioeconomic Conditions and displacement. We believe that several additional aspects of indirect residential displacement should be examined – in addition to those cited in the Draft Scope of Work.

The protection of low income renters in **both** rent regulated and **non-rent regulated housing must be a goal of the Plan**. Displacement of low income renters from the non-rent regulated small homes must be examined, the number of basement apartments such be estimated and the loss of affordable units in this small homes stock should be projected. 55% of the housing units in CB5 are in small homes and they define the neighborhood's unique character. The EIS should analyze mitigation measures that could slow down the loss of these affordable units such as: legal services, tenant counseling/organizing, tax abatements for small homeowners to maintain their low income tenants, and retrofit and basement conversion programs that require homeowners sustain low income tenants to name a few.

Rental, home purchase and land costs are on the rise in the re-zone and greater East New York area and recent sales and rental trends should be documented as part of the EIS. The consultants should meet with local housing counseling/advocacy organizations ^{and} others such as Catholic Charities Home Base and Mutual Housing Association of New York to [^] assess trends.

We believe that the threat of demolition of rent stabilized buildings must be examined and prohibited through zoning in the Plan. Such demolition and loss of rent stabilized units occurred after both the North Park Slope and South Park Slope Rezones. We believe that the re-zone is fueling this trend of rising real estate costs and that any large parcel such as Arlington Village which has been flipped once since the rezone has been announced (and appears to be poised to be flipped again) should be eliminated from the re-zone area - - particularly because of the strategic nature of this site and the impossibility of it being developed into deeply affordable housing given the exorbitant purchase price.

We believe that the East New York Plan must be examined in the context of market changes throughout Brooklyn, and the wave of gentrification facing our neighborhood from adjacent communities and other proposed actions in Brooklyn such as the Broadway Triangle.



Cypress Hills LDC disagrees with DCP's conclusion on page 31 of the Draft Scope: "An assessment of the indirect business displacement due to market saturation is not warranted." We feel the potential for the displacement of small businesses on Fulton Street, Pitkin Avenue, Liberty Avenue and Atlantic Avenue are high. We urge that each of these commercial corridors are analyzed in-depth as to the number of small businesses on each, the types of businesses and service establishments, whether local merchants own their buildings or have long-term leases. We think the majority of these small businesses do not own their properties and would be extremely vulnerable to their owners selling to speculators. Without the plan providing specific projections on the types and nature of the new retail to be constructed, how can DCP make the statement that the Proposed Actions are not expected to draw a substantial amount of sales from existing businesses?



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TESTIMONY FOR THE EAST NEW YORK REZONING SCOPING HEARING

MARCH 5, 2015

*Chad Struchan
spoke on behalf*

Hi, my name is Roberto Roper. I have lived in East New York for 22 years. I am a member of the Hotel Trades Council and have worked for 11 years as a houseman at the Wyndham Hotel. I am here representing Build Up NYC. We are an alliance of working men and women fighting for good jobs and responsible development.

We need more good jobs in East New York and good jobs for people who live in East New York. Any old job won't do. With all the new buildings that are being discussed here today a lot of jobs will be created. We need construction jobs in East New York that pay the same wages and benefits as the jobs in Manhattan. We need cleaning, maintenance and security officer jobs in East New York that pay the same wages and benefits as the jobs in Manhattan. And if anyone is going to put a hotel here, those jobs should pay the same as the hotels in Manhattan. We shouldn't have second class jobs because we happen to live or work in East New York.

Good jobs should be one of the factors that you consider as a part of the Draft Environmental Impact Statement. It's pretty simple. Good jobs bring stability and money into the neighborhood. Low wage, no benefit and temporary jobs hold our community back.

I have a good job and I know the difference that makes for me, my family and my community. My Union job is great, thank god for my Union. I've got good wages, job security, and healthcare. I see a lot of people who don't even have a job and I'm so thankful for what I have. Having a good job gives you opportunities, having a set schedule allows you to attend school or run your own business if you want. When you're working and you're not making a living wage or don't have job security and you also have to worry about healthcare... you can't get ahead. Everyone should have the opportunity to provide for themselves and their family.

The proposed rezoning of East New York, if done properly and with community input, has the ability to bring many benefits to our community.. Because I have a good job, I have money to spend. I spend money in the community which supports local businesses. Because I have a good job with benefits, I don't need food stamps, unemployment benefits, Medicaid or other social services. In fact, I pay taxes. Good jobs create a stronger economy, stronger communities and a stronger middle class and that's good for everyone. We urge the city to study the impact of good jobs versus low wage jobs. When you do your study, you should make sure to compare construction, hotel, cleaning, maintenance and security jobs at the level of the established industry standard in New York compared to jobs with low wages and no benefits.

One more thing about construction jobs. Construction is one of the most dangerous jobs there is. It is important that developers who are going to build in East New York use contractors and employers who participate in state approved training and apprenticeship programs. These programs teach safe work practices. Because construction work is temporary work, the training and apprenticeship programs create opportunity for work on other projects so that we can have careers in construction.

The city has projected that the proposed rezoning would displace auto-related space and our community would lose 100 jobs. If these jobs are lost, with nothing in place to ensure they are replaced with good jobs, we will likely see increased unemployment or low-wage service jobs that would hurt this community. If the city puts requirements in place for local hire and family-sustaining wages, we would see a remarkable benefit for this community.

The city has worked with developers and communities before to ensure that new developments provide good jobs and affordable housing. Developments like Gotham West, Hunter's Point South, and Astoria Cove are great examples. Working together in East New York provides us all with the opportunity to create more affordable housing for our residents, improve our transportation and infrastructure, as well as possibly create more public space and schools. There is a lot of potential, but any new development must be performed in a responsible manner that provides good wages and benefits to the workforce.

When Mayor De Blasio speaks about ending the tale of two cities in New York, we can start right here in East New York by creating good jobs, affordable housing and a stronger community. Thank you.

From: dylan [mailto:dylansalant@gmail.com]
Sent: Sunday, March 15, 2015 10:59 AM
To: EAST NEWYORK; WINSTON VON ENGEL
Cc: dylan
Subject: Comment on East New York Proposal

Greetings,

I am writing you regarding the proposed re-zoning in the Ocean Hill area. In Block 1450 lots 19-24 are all proposed to be partially affected by the zoning change, but on Page 55, Appendix 1, List of Block and Lots to be included in the Proposed Rezoning Area, only Lots 22 and 24 are mentioned.

I would like to have Lot 23 in particular, and the others that are partially affected mentioned in the *text*.

Thank you for your attention on the matter

Dylan Salant

Good evening my name is Robert Santiago and I am the Executive Director of the Highland Park Community Development Corporation. We are members of the *Coalition for Community Advancement: Progress for East New York and Cypress Hills* and I wish my testimony to be linked to the Coalition's written response which we will submit to City Planning by the March 16th deadline. I am testifying on Fair Housing, Displacement and Task #3 Socioeconomic Conditions.

The Draft Scope of Work does not mention the City's fair housing obligations or even the phrase "fair housing." The Draft only mentions "disparate effects" once on page 28. We feel the City needs to show their compliance, or planned compliance, with its fair housing obligations in this EIS process.

The EIS should clearly articulate its standard for affordable housing. We strongly recommend that the AMI of East New York (\$34,249 for Community Board 5) should be used when assessing affordability and *not* city-wide AMI. Further, the significant adverse effects that would result from the use of city-wide AMI as opposed to local AMI should be clearly shown.

The impact of the rezone on the primarily Latino and African American, low and moderate income residents of the community should be assessed in your analysis.

As a recipient of federal housing funds, the City of New York has an obligation under the Federal Fair Housing Act to "affirmatively further fair housing" when rezoning or developing housing. In order to comply with its obligations, under federal regulations, we urge the City to conduct an analysis of impediments to fair housing choice in our area, describe how its proposed action will be tailored to overcome those impediments, and maintain records of these studies.

We ask now: what, if any, analysis of impediments to fair housing choice has the City conducted or will it conduct for East New York? Has it studied the residential segregation in our area? Have you studied how this proposed rezoning would ameliorate or exacerbate segregation? Has DCP kept any records of this? Where are those records? Can they be published—as part of the scope of work and EIS? We recommend that the DCP scope of work discuss the ways the City's intends to comply with federal fair housing obligations.



Nicolas Savvides

Good evening my name is _____ and I represent Arts East NY.

My (firm/organization) is a member of the Coalition for Community Advancement. I wish my testimony to be linked to our Coalition's written response regarding the Environmental Assessment Statement draft scope, which we will submit to City Planning by the March 16, 2015 deadline.

The definition of affordability and anti-displacement are core tenets of our coalition's platform. We need the "Draft Scope of Work for an Environmental Impact Statement" ("Draft Scope") to provide specific information on neighborhood-based affordability.

Despite numerous public sessions conducted by DCP, and despite numerous requests for specific details on the affordability structure, DCP has not given anything specific on affordability.

In the Draft Scope, Page 2, Section A, it is stated that the rezone plan seeks to "create significant amounts of permanent affordable housing" and "preserve existing affordable housing." This sounds great but provides no specifics in regards to how affordability is defined. Page 4 states, "New affordable housing, including housing accessible to families at income levels currently living in the community" as an objective, which also raises questions on the definition of affordability.

HPD is aware of the income bands present in the rezone area, as they made it part of their presentation at a January 2015 DCP public session. That means the city is aware of our local income levels.

7,000 units of housing are expected to result from the rezone plan. It remains unclear how many units will be targeted for each of the income bands and it definitely should have been determined by this point of the planning process.

Part of the reason why it isn't known is because too many of the affordability programs haven't been finalized yet are key components of the rezone plan. Mandatory Inclusionary Zoning is just one of them.

Housing lottery policies need to be overhauled and including in the Draft Scope, and DCP needs to provide information on how it will improve the selection process by tying in other city programs, like the Department of Consumer Affairs "Financial Empowerment Centers" to improve local residents' credit. That combined with neighborhood-based affordability is how we will see the culture and character of our neighborhood preserved.

Contact information: nsavvides@artseastny.org

The Akerman logo consists of a dark square with the word "Akerman" written in white, sans-serif font.

Steven M. Sinacori

Akerman LLP
666 Fifth Avenue
20th Floor
New York, NY 10103
Tel: 212.880.3800
Fax: 212.880.8965

March 16, 2015

Carl Weisbrod
Chairman
NYC City Planning Commission
22 Reade Street
New York, NY 10007-1216

RE: Scoping Comments for East New York Rezoning Proposal

Dear Chairman Weisbrod:

Akerman LLP ("Akerman") represents the new owner of Arlington Village Site, 3100 Atlantic LLC and 3124 Atlantic LLC respectively, an affiliate of The Bluestone Group (the "Owner"). The site consists of Blocks 3974 and 3975 Lot 1 (see attached surveys) for each block (collectively, the "Site"). The Owner has directed Akerman to submit the following comments.

The Owner is fully supportive of City's public policy as detailed in the Sustainable Communities East New York ("SCENY") study (the "Study"). As detailed on page 49 of the Study, the Site consists of two (2) full blocks, approximately 312,000 square feet or approximately 7.2 acres. The Site has been significantly under-occupied for decades and is in a significant state of neglect and disrepair.

The Owner is also fully supportive of the City's effort to revitalize the host community and to expand the availability of affordable housing. We urge the City to prioritize and commit financial resources to insure that the City and community vision for affordable housing can be achieved.

The Owner supports the proposed commercial overlay districts for Atlantic and Liberty Avenues. A vibrant retail experience will serve the existing and future residents.

We have reviewed the Draft Environmental Assessment Statement ("EAS") dated February 2, 2015 (CEQR No. 15DCP102K). The Owner generally supports the zoning recommendation found on Figure A-1, but make the following suggested amendments.

akerman.com

{30519059;1}

- For Atkins Avenue, 100' from Atlantic and Liberty Avenues, instead of mapping R6A, Atkins Avenue should be mapped R7A.
- For Liberty Avenue, from Berriman Street to Montauk Avenue, instead of mapping R7A, Liberty should be mapped R8A.

It is rare in New York City, and more specific to the East New York neighborhood, for a development site to consist of 7+ acres. The redevelopment of the Site would have a significant catalytic impact on (i) revitalizing the community and (ii) implementing the vision as articulated in the SCENY.

The above proposed amendment would permit on Atkins Avenue approximately 104,000 additional square feet, approximately 104 dwelling units, of which (pursuant to the existing affordable housing program) approximately 21 dwelling units would be affordable. For Liberty Avenue, the above proposed amendment would permit approximately 116,000 additional square feet, approximately 116 dwelling units, of which approximately 23 dwelling units would be affordable. Together, the proposed amendment would permit approximately 220,000 additional square feet, approximately 220 dwelling units, of which (pursuant to the existing affordable housing program) 44 dwelling units would be affordable.

The difference between the proposed R6A and the R7A on Atkins Avenue is 5' in the required building base, 10' in maximum height (pursuant to existing bulk regulations) and 1.0 FAR. The difference between the proposed R7A and the R8A on Liberty Avenue is 20' in the required building base, 40' in maximum height (pursuant to existing bulk regulations) and 2.6 FAR.

The Owner believes the above amendments are desirable for the following reasons:

- The additional proposed zoning square footage and dwelling units should not impact the environmental analysis contained in the EAS. Owner is willing to provide the additional environmental analysis to supplement the EAS.
- The additional density will provide a greater construction cost economy of scale in order to provide additional affordable housing.
- The additional density on Atkins Avenue will facilitate financing design elements to support the north/south connectivity along Berriman Street, as detailed in the SCENY.
- The additional density on Atkins Avenue will make for a more interesting and varied urban design that will permit the middle block of the Site (Atkins Avenue) to slightly step up from R6A bulk proposed for Berriman Street and Montauk Avenue.
- The additional density on Liberty Avenue will support the proposed retail corridor.

The Owner looks forward to working with the City regarding the number of affordable dwelling units and level of affordability. The Owner will also explore the potential provision of a supermarket on Site. The Owner is open to a discussion with the School Construction Authority ("SCA") regarding the siting of a school on the Site on the provision that SCA waives the zoning regulation so that a potential school does not subtract from the proposed as-of-right zoning entitlements.

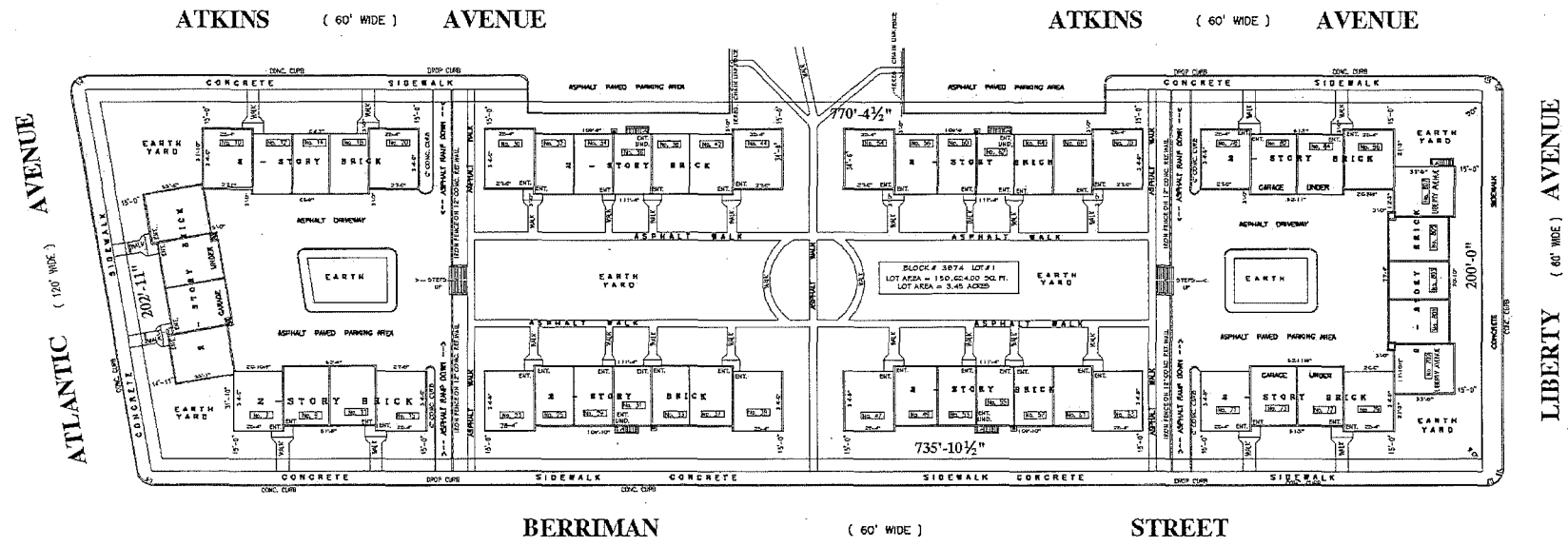
The Owner is committed to work with the City and the host community so that the final development product for the Arlington Village will be a significant step in accomplishing the City's and community's vision.

Sincerely,


Steven M. Sinacori

cc: Vicki Been, Commissioner, HPD
Winston Von Engle, Brooklyn Planning Director
Robert Dobruskin, Director Environmental Assessment & Review
Richard Bass, Akerman LLP

GAS VALVE, PARKING, TRAFFIC SIGN, HYDRANT, FENCE, LIGHT POST, DATCH BASIN, (FOR TITLE PURPOSES ONLY) JOB # K-3974-01-1-4, UTILITY POLE, PHONE TEL, WATER VALVE, DMS WATER, TELL MANHOLE, SEWER MANHOLE, ELECTRIC MANHOLE, ELECTRIC BOX, CLEAR, LA, W.W., C.O., R.C., S.G.N., E.L., F.E., E.M.LAND, A, RT, CL, BC, LC, FI, TW, SW, EF, LF, LP, EL, EP, LOW AREA, WINDOW WELL, CELLAR DOOR, RIGID CONCRETE, SAFETY GATE & HOUSING, FINE ESCAPE, ENTRANCE DASH, AREAWAY, UTILITY POLE, PHONE TEL, WATER VALVE, DMS WATER, TELL MANHOLE, SEWER MANHOLE, ELECTRIC MANHOLE, ELECTRIC BOX, CLEAR, LA, W.W., C.O., R.C., S.G.N., E.L., F.E., E.M.LAND, A, RT, CL, BC, LC, FI, TW, SW, EF, LF, LP, EL, EP, TOP OF SLAB, BOTTOM OF SLAB, LEGAL GRADE, POINT OF INTERSECTION, TOP OF WALL, BOTTOM OF WALL, FIRST FLOOR, SECOND FLOOR, LOWER FLOOR, UPSTAIR, DOWNSTAIR, EDGE OF PAV.



TITLE SURVEY

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SURVEYED : DECEMBER 12, 2014
 UPDATED :
 SCALE: 1"=50'
 BLOCK: 3074
 LOT(S): 1
 SECTION: 13
 COUNTY: KINGS
 DWG BY: AAA-MLL

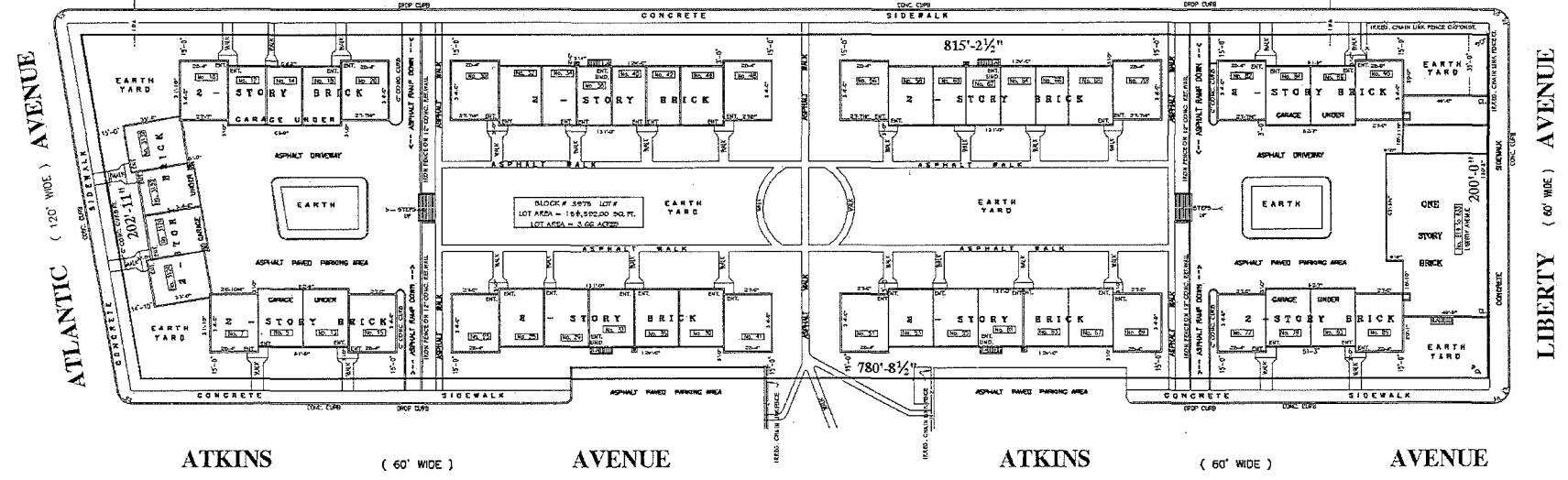
AAA GROUP
 LAND SURVEYORS SERVICES
100-A BROADWAY
 BROOKLYN, N.Y. 11249
 TEL. (718) 382-9930, FAX 384-6650

0 10 20 30 40 50

GAS VALVE, PARKING METERS, TRAFFIC SIGN, HYDRANT, FENCE, LIGHT POST, GATE, [FOR TITLE PURPOSES ONLY] JOB # K-3974-01-14, UTILITY POLE, PHONE TEL., WATER VALVE, BMS WATER, TEL. HANDBOLE, SEWER MANHOLE, ELECTRIC HANDBOLE, ELECTRIC BOX, CLEAR, LOW, W.W., W.V., C.D., R.C., S.O.H., E.M.LAND, A, RT, CL, TC, BC, LG, PI, TW, BW, DW, E.F., B.F., L.F., E.L., E.P.



MONTAUK AVENUE (60' WIDE)



ATKINS AVENUE (60' WIDE) ATKINS AVENUE (60' WIDE)

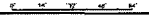
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SURVEYED : DECEMBER 12, 2014
 UPDATED :
 SCALE: 1"=50'
 BLOCK: 3975
 LOT(S): 1
 SECTION: 13
 COUNTY: KINGS
 DWG BY: AAA-MGL

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Robert Dobruskin, AICP, Director
Environmental Assessment and Review Division
New York City Department of City Planning
22 Reade Street, 4E
New York, New York 10007

Mr. Dobruskin,

I write to you today regarding the Draft Environmental Impact Statement (DEIS) for the East New York Rezoning Proposal (the "Proposal").

As you know, the Proposal impacts an approximately 191-block area in Brooklyn that includes the neighborhoods of East New York, Cypress Hills and Ocean Hill. The goals of the Proposal are to: spur new affordable housing development; preserve existing affordable housing options; encourage mixed-use development; stimulate economic development; and protect neighborhood character.

The Municipal Art Society of New York (MAS) supports the Proposal's laudable goals. That being said, we would like to share with you a few initial concerns we have with the scope of work. Specifically, with respect to affordability, neighborhood impact, and the transportation analysis.

We share these concerns with you in an effort to shape the process moving forward, and establish a productive and collaborative framework as the Proposal enters the land use process. Indeed, given the Proposal's scale and complexity, we believe that the City should go beyond previous efforts and standard processes to facilitate an inclusive discussion with the affected population. We believe a fully robust public discussion, which engages all stakeholders in the community, will result in better outcomes and meet mutually desired outcomes.

Affordability

The Proposal seeks to spur affordable housing development in eastern Brooklyn. But recent history shows that affordable housing is often not affordable for low-income New Yorkers. Recent history shows that two-thirds of newly built affordable housing units in New York City are in fact not affordable for local neighborhoods residents.

This phenomenon is due in part to the way in which policymakers measure affordability. The metric used to determine affordability comes from the U.S. Housing and Urban Development, and is known as the Area Median Income (AMI). Yet the AMI in New York City is inflated, which puts affordable housing out of reach for many low-income New Yorkers. This inflation is partly due to the fact that the AMI: incorporates data from wealthier suburban counties, such as Putnam County; calls for a "high housing cost" adjustment for New York City despite the variety of housing options in the city; and does not capture the actual incomes of different household sizes, instead applying a crude multiplier for larger or smaller households

For all the reasons mentioned above the AMI does not reflect actual household income levels of many households in New York, and would be an inaccurate metric to determine affordable housing for



residents in East New York, Cypress Hills, and Ocean Hill. Indeed, the AMI for Community District 5 (which covers these neighborhoods) is \$36,829 for a family of four, while the AMI for the region is \$79,200 for a family of four.

We therefore strongly encourage this administration to use a more precise AMI that is adjusted for Community District 5, in order to ensure that newly built affordable housing units are indeed affordable for local residents.

Neighborhood Impact

Task 2: Land Use, Zoning, and Public Policy.

The Proposal seeks to spur economic development. Yet the draft scope of work does not include nearby manufacturing hubs, which would be impacted by the significant changes under consideration.

We therefore recommend that the draft scope explore the potential impact on land use in the adjacent East Brooklyn Industrial District, as well in the manufacturing zones located south of the study area in Community District 5.

Transportation

Task 13: Transportation

The Proposal has the potential to significantly impact regional transit systems. This includes not only mass transit options such as the subway and public buses, but also other options including private automobiles, bicycle networks, and pedestrian traffic.

We therefore ask that the draft scope of work take into account all these options, and provide a detailed listing of how these options are incorporated into its transportation analysis with respect to mode choice, vehicle occupancy, and peak patterns. Of particular note, given the increase in bicycle travel citywide, the scope should take into account the bicycle network as part of its analysis. For example, by exploring how bicycle infrastructure can be incorporated into the streetscape designs on all major corridors within the Proposal's study area.

The Proposal has the potential to build upon and enhance the neighborhoods of East New York, Cypress Hills, and Ocean Hill. We believe that the concerns noted above help advance the Proposal's goals, while meeting the needs of local residents. We look forward to future conversations regarding the Proposal, in conjunction with the many stakeholders and community leaders who are working diligently on this matter to ensure an outcome that works for all New Yorkers.

Regards,

Karyn Williams
Project Manager, Planning
Municipal Art Society
488 Madison Avenue 19th floor
New York, New York 10022