



**City Environmental Quality Review
ENVIRONMENTAL ASSESSMENT STATEMENT (EAS) FULL FORM**

Please fill out and submit to the appropriate agency (see instructions)

Part I: GENERAL INFORMATION

PROJECT NAME 435 Henry Street (A/K/A 158 Kane Street) - Curb Cut Authorization

1. Reference Numbers

CEQR REFERENCE NUMBER (to be assigned by lead agency) 77DCP238K	BSA REFERENCE NUMBER (if applicable)
ULURP REFERENCE NUMBER (if applicable)	OTHER REFERENCE NUMBER(S) (if applicable) (e.g., legislative intro, CAPA)

2a. Lead Agency Information

NAME OF LEAD AGENCY
New York City Planning Commission (Department of City Planning)

NAME OF LEAD AGENCY CONTACT PERSON
Annabelle Meunier

ADDRESS 22 Reade Street, 4th Floor

CITY New York STATE NY ZIP 10007

TELEPHONE 212-720-3426 EMAIL
ameunier@planning.nyc.gov

2b. Applicant Information

NAME OF APPLICANT
Andrea Compton

NAME OF APPLICANT'S REPRESENTATIVE OR CONTACT PERSON
Vivien R. Krieger, Cozen O'Connor

ADDRESS 277 Park Avenue, 20th Floor

CITY New York STATE NY ZIP 10172

TELEPHONE 212-883-2228 EMAIL vkrieger@cozen.com

3. Action Classification and Type

SEQRA Classification

UNLISTED TYPE I: Specify Category (see 6 NYCRR 617.4 and NYC Executive Order 91 of 1977, as amended): 6 NYCRR 617.4 (b)(9)

Action Type (refer to Chapter 2, "Establishing the Analysis Framework" for guidance)

LOCALIZED ACTION, SITE SPECIFIC LOCALIZED ACTION, SMALL AREA GENERIC ACTION

4. Project Description

This application seeks a zoning authorization pursuant to Section 25-631 (f)(2) of the Zoning Resolution of the City of New York to modify Section 25-631 (e) to permit the installation of a second curb cut on a combined zoning lot in Cobble Hill, Brooklyn, which contains six separate tax lots. Detailed description attached.

Project Location

BOROUGH Brooklyn COMMUNITY DISTRICT(S) 6 STREET ADDRESS 158 Kane Street, A/K/A 435 Henry Street
TAX BLOCK(S) AND LOT(S) Block 323, Tax Lots 29, 31, 33 (Development Site), & 36, 37, 38 (F/K/A Lot 38) ZIP CODE 11231

DESCRIPTION OF PROPERTY BY BOUNDING OR CROSS STREETS Zoning Lot located on the south side of Kane Street between Henry Street and Strong Place

EXISTING ZONING DISTRICT, INCLUDING SPECIAL ZONING DISTRICT DESIGNATION, IF ANY R6/LH-1 ZONING SECTIONAL MAP NUMBER 16C

5. Required Actions or Approvals (check all that apply)

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

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION 25-631(e) & (f)(2)

Board of Standards and Appeals: YES NO

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

SPECIFY AFFECTED SECTIONS OF THE ZONING RESOLUTION

Department of Environmental Protection: YES NO If "yes," specify:

Other City Approvals Subject to CEQR (check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> LEGISLATION | <input type="checkbox"/> FUNDING OF CONSTRUCTION, specify: |
| <input type="checkbox"/> RULEMAKING | <input type="checkbox"/> POLICY OR PLAN, specify: |
| <input type="checkbox"/> CONSTRUCTION OF PUBLIC FACILITIES | <input type="checkbox"/> FUNDING OF PROGRAMS, specify: |
| <input type="checkbox"/> 384(b)(4) APPROVAL | <input type="checkbox"/> PERMITS, specify: |
| <input type="checkbox"/> OTHER, explain: | |

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

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

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

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

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

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

Physical Setting (both developed and undeveloped areas)

Total directly affected area (sq. ft.): **16,018 SF (Zoning Lot)**
 Roads, buildings, and other paved surfaces (sq. ft.): _____
 Waterbody area (sq. ft.) and type: _____
 Other, describe (sq. ft.): _____

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

SIZE OF PROJECT TO BE DEVELOPED (gross square feet): **35 SF**
 NUMBER OF BUILDINGS: **N/A**
 HEIGHT OF EACH BUILDING (ft.): **N/A**
 GROSS FLOOR AREA OF EACH BUILDING (sq. ft.): **N/A**
 NUMBER OF STORIES OF EACH BUILDING: **N/A**

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

If "yes," specify: The total square feet owned or controlled by the applicant: _____

The total square feet not owned or controlled by the applicant: _____

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

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

AREA OF TEMPORARY DISTURBANCE: _____ sq. ft. (width x length) VOLUME OF DISTURBANCE: _____ cubic ft. (width x length x depth)
 AREA OF PERMANENT DISTURBANCE: _____ sq. ft. (width x length)

8. Analysis Year CEQR Technical Manual Chapter 2

ANTICIPATED BUILD YEAR (date the project would be completed and operational): **2015**

ANTICIPATED PERIOD OF CONSTRUCTION IN MONTHS: **1 month**

WOULD THE PROJECT BE IMPLEMENTED IN A SINGLE PHASE? YES NO IF MULTIPLE PHASES, HOW MANY?

BRIEFLY DESCRIBE PHASES AND CONSTRUCTION SCHEDULE: **1-month phase to begin upon approval of the authorization sought herein**

9. Predominant Land Use in the Vicinity of the Project (check all that apply)

- | | | | | |
|---|--|-------------------------------------|---|--|
| <input checked="" type="checkbox"/> RESIDENTIAL | <input type="checkbox"/> MANUFACTURING | <input type="checkbox"/> COMMERCIAL | <input type="checkbox"/> PARK/FOREST/OPEN SPACE | <input type="checkbox"/> OTHER, specify: |
|---|--|-------------------------------------|---|--|

DESCRIPTION OF EXISTING AND PROPOSED CONDITIONS

The information requested in this table applies to the directly affected area. The directly affected area consists of the project site and the area subject to any change in regulatory control. The increment is the difference between the No-Action and the With-Action conditions.

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
LAND USE				
Residential	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
Describe type of residential structures	multi-family	multi-family	multi-family	0
No. of dwelling units	21	23	23	0
No. of low- to moderate-income units	0	0	0	0
Gross floor area (sq. ft.)	33,704 SF	40,821 SF	40,821 SF	0
Commercial	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Describe type (retail, office, other)				
Gross floor area (sq. ft.)				
Manufacturing/Industrial	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Type of use				
Gross floor area (sq. ft.)				
Open storage area (sq. ft.)				
If any unenclosed activities, specify:				
Community Facility	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
Type				
Gross floor area (sq. ft.)				
Vacant Land	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:	Lot 33 (under construction)			
Publicly Accessible Open Space	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify type (mapped City, State, or Federal parkland, wetland—mapped or otherwise known, other):				
Other Land Uses	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," describe:				
PARKING				
Garages	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces	0	0	0	0
No. of accessory spaces	1	1	2	1
Operating hours	N/A	N/A	N/A	N/A
Attended or non-attended	Non-Attended	Non-Attended	Non-Attended	N/A
Lots	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
No. of public spaces				
No. of accessory spaces				
Operating hours				
Other (includes street parking)	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
If "yes," describe:	Street Parking			
POPULATION				
Residents	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

	EXISTING CONDITION	NO-ACTION CONDITION	WITH-ACTION CONDITION	INCREMENT
If "yes," specify number:	N/A	N/A	N/A	N/A
Briefly explain how the number of residents was calculated:				
Businesses	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If "yes," specify the following:				
No. and type				
No. and type of workers by business				
No. and type of non-residents who are not workers				
Briefly explain how the number of businesses was calculated:				
Other (students, visitors, concert-goers, etc.)	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
If any, specify type and number:				
Briefly explain how the number was calculated:				
ZONING				
Zoning classification	R6/LH-1	R6/LH-1	R6/LH-1	N/A
Maximum amount of floor area that can be developed	N/A	N/A	N/A	N/A
Predominant land use and zoning classifications within land use study area(s) or a 400 ft. radius of proposed project	residential/public facility	residential/public facility	residential/public facility	N/A
Attach any additional information that may be needed to describe the project.				
If your project involves changes that affect one or more sites not associated with a specific development, it is generally appropriate to include total development projections in the above table and attach separate tables outlining the reasonable development scenarios for each site.				

Part II: TECHNICAL ANALYSIS

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

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

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

	YES	NO
○ Is any category of business to be displaced the subject of other regulations or publicly adopted plans to preserve, enhance, or otherwise protect it?	<input type="checkbox"/>	<input type="checkbox"/>
iv. Indirect Business Displacement		
○ Would the project potentially introduce trends that make it difficult for businesses to remain in the area?	<input type="checkbox"/>	<input type="checkbox"/>
○ Would the project capture retail sales in a particular category of goods to the extent that the market for such goods would become saturated, potentially resulting in vacancies and disinvestment on neighborhood commercial streets?	<input type="checkbox"/>	<input type="checkbox"/>
v. Effects on Industry		
○ Would the project significantly affect business conditions in any industry or any category of businesses within or outside the study area?	<input type="checkbox"/>	<input type="checkbox"/>
○ Would the project indirectly substantially reduce employment or impair the economic viability in the industry or category of businesses?	<input type="checkbox"/>	<input type="checkbox"/>
3. COMMUNITY FACILITIES: CEQR Technical Manual Chapter 6		
(a) Direct Effects		
○ Would the project directly eliminate, displace, or alter public or publicly funded community facilities such as educational facilities, libraries, health care facilities, day care centers, police stations, or fire stations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Indirect Effects		
i. Child Care Centers		
○ Would the project result in 20 or more eligible children under age 6, based on the number of low or low/moderate income residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ If "yes," would the project result in a collective utilization rate of the group child care/Head Start centers in the study area that is greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
○ If "yes," would the project increase the collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
ii. Libraries		
○ Would the project result in a 5 percent or more increase in the ratio of residential units to library branches? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ If "yes," would the project increase the study area population by 5 percent or more from the No-Action levels?	<input type="checkbox"/>	<input type="checkbox"/>
○ If "yes," would the additional population impair the delivery of library services in the study area?	<input type="checkbox"/>	<input type="checkbox"/>
iii. Public Schools		
○ Would the project result in 50 or more elementary or middle school students, or 150 or more high school students based on number of residential units? (See Table 6-1 in Chapter 6)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ If "yes," would the project result in a collective utilization rate of the elementary and/or intermediate schools in the study area that is equal to or greater than 100 percent?	<input type="checkbox"/>	<input type="checkbox"/>
○ If "yes," would the project increase this collective utilization rate by 5 percent or more from the No-Action scenario?	<input type="checkbox"/>	<input type="checkbox"/>
iv. Health Care Facilities		
○ Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ If "yes," would the project affect the operation of health care facilities in the area?	<input type="checkbox"/>	<input type="checkbox"/>
v. Fire and Police Protection		
○ Would the project result in the introduction of a sizeable new neighborhood?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ If "yes," would the project affect the operation of fire or police protection in the area?	<input type="checkbox"/>	<input type="checkbox"/>
4. OPEN SPACE: CEQR Technical Manual Chapter 7		
(a) Would the project change or eliminate existing open space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Is the project located within an under-served area in the <u>Bronx</u> , <u>Brooklyn</u> , <u>Manhattan</u> , <u>Queens</u> , or <u>Staten Island</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes," would the project generate more than 50 additional residents or 125 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Is the project located within a well-served area in the <u>Bronx</u> , <u>Brooklyn</u> , <u>Manhattan</u> , <u>Queens</u> , or <u>Staten Island</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes," would the project generate more than 350 additional residents or 750 additional employees?	<input type="checkbox"/>	<input type="checkbox"/>
(f) If the project is located in an area that is neither under-served nor well-served, would it generate more than 200 additional residents or 500 additional employees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) If "yes" to questions (c), (e), or (f) above, attach supporting information to answer the following:		

	YES	NO
○ If in an under-served area, would the project result in a decrease in the open space ratio by more than 1 percent?	<input type="checkbox"/>	<input type="checkbox"/>
○ If in an area that is not under-served, would the project result in a decrease in the open space ratio by more than 5 percent?	<input type="checkbox"/>	<input type="checkbox"/>
○ If "yes," are there qualitative considerations, such as the quality of open space, that need to be considered? Please specify:	<input type="checkbox"/>	<input type="checkbox"/>
5. SHADOWS: <u>CEQR Technical Manual Chapter 8</u>		
(a) Would the proposed project result in a net height increase of any structure of 50 feet or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in any increase in structure height and be located adjacent to or across the street from a sunlight-sensitive resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above questions, attach supporting information explaining whether the project's shadow would reach any sunlight-sensitive resource at any time of the year.		
6. HISTORIC AND CULTURAL RESOURCES: <u>CEQR Technical Manual Chapter 9</u>		
(a) Does the proposed project site or an adjacent site contain any architectural and/or archaeological resource that is eligible for or has been designated (or is calendared for consideration) as a New York City Landmark, Interior Landmark or Scenic Landmark; that is listed or eligible for listing on the New York State or National Register of Historic Places; or that is within a designated or eligible New York City, New York State or National Register Historic District? (See the <u>GIS System for Archaeology and National Register</u> to confirm)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Would the proposed project involve construction resulting in in-ground disturbance to an area not previously excavated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, list any identified architectural and/or archaeological resources and attach supporting information on whether the proposed project would potentially affect any architectural or archeological resources. See attached.		
7. URBAN DESIGN AND VISUAL RESOURCES: <u>CEQR Technical Manual Chapter 10</u>		
(a) Would the proposed project introduce a new building, a new building height, or result in any substantial physical alteration to the streetscape or public space in the vicinity of the proposed project that is not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project result in obstruction of publicly accessible views to visual resources not currently allowed by existing zoning?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If "yes" to either of the above, please provide the information requested in <u>Chapter 10</u> .		
8. NATURAL RESOURCES: <u>CEQR Technical Manual Chapter 11</u>		
(a) Does the proposed project site or a site adjacent to the project contain natural resources as defined in Section 100 of <u>Chapter 11</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ If "yes," list the resources and attach supporting information on whether the project would affect any of these resources.		
(b) Is any part of the directly affected area within the <u>Jamaica Bay Watershed</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ If "yes," complete the <u>Jamaica Bay Watershed Form</u> and submit according to its <u>instructions</u> .		
9. HAZARDOUS MATERIALS: <u>CEQR Technical Manual Chapter 12</u>		
(a) Would the proposed project allow commercial or residential uses in an area that is currently, or was historically, a manufacturing area that involved hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to hazardous materials that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the project require soil disturbance in a manufacturing area or any development on or near a manufacturing area or existing/historic facilities listed in <u>Appendix 1</u> (including nonconforming uses)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Would the project result in the development of a site where there is reason to suspect the presence of hazardous materials, contamination, illegal dumping or fill, or fill material of unknown origin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Would the project result in development on or near a site that has or had underground and/or aboveground storage tanks (e.g., gas stations, oil storage facilities, heating oil storage)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Would the project result in renovation of interior existing space on a site with the potential for compromised air quality; vapor intrusion from either on-site or off-site sources; or the presence of asbestos, PCBs, mercury or lead-based paint?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Would the project result in development on or near a site with potential hazardous materials issues such as government-listed voluntary cleanup/brownfield site, current or former power generation/transmission facilities, coal gasification or gas storage sites, railroad tracks or rights-of-way, or municipal incinerators?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Has a Phase I Environmental Site Assessment been performed for the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
○ If "yes," were Recognized Environmental Conditions (RECs) identified? Briefly identify:	<input type="checkbox"/>	<input type="checkbox"/>
(i) Based on the Phase I Assessment, is a Phase II Investigation needed?	<input type="checkbox"/>	<input type="checkbox"/>
10. WATER AND SEWER INFRASTRUCTURE: <u>CEQR Technical Manual Chapter 13</u>		
(a) Would the project result in water demand of more than one million gallons per day?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(b) If the proposed project located in a combined sewer area, would it result in at least 1,000 residential units or 250,000 square feet or more of commercial space in Manhattan, or at least 400 residential units or 150,000 square feet or more of commercial space in the Bronx, Brooklyn, Staten Island, or Queens?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) If the proposed project located in a <u>separately sewer area</u> , would it result in the same or greater development than that listed in Table 13-1 in <u>Chapter 13</u> ?	<input type="checkbox"/>	<input type="checkbox"/>
(d) Would the project involve development on a site that is 5 acres or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If the project is located within the <u>Jamaica Bay Watershed</u> or in certain <u>specific drainage areas</u> , including Bronx River, Coney Island Creek, Flushing Bay and Creek, Gowanus Canal, Hutchinson River, Newtown Creek, or Westchester Creek, would it involve development on a site that is 1 acre or larger where the amount of impervious surface would increase?	<input type="checkbox"/>	<input type="checkbox"/>
(f) Would the proposed project be located in an area that is partially sewer or currently unsewered?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g) Is the project proposing an industrial facility or activity that would contribute industrial discharges to a Wastewater Treatment Plant and/or contribute contaminated stormwater to a separate storm sewer system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(h) Would the project involve construction of a new stormwater outfall that requires federal and/or state permits?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(i) If "yes" to any of the above, conduct the appropriate preliminary analyses and attach supporting documentation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11. SOLID WASTE AND SANITATION SERVICES: <u>CEQR Technical Manual Chapter 14</u>		
(a) Using Table 14-1 in <u>Chapter 14</u> , the project's projected operational solid waste generation is estimated to be (pounds per week): N/A		
o Would the proposed project have the potential to generate 100,000 pounds (50 tons) or more of solid waste per week?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project involve a reduction in capacity at a solid waste management facility used for refuse or recyclables generated within the City?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project comply with the City's Solid Waste Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>
12. ENERGY: <u>CEQR Technical Manual Chapter 15</u>		
(a) Using energy modeling or Table 15-1 in <u>Chapter 15</u> , the project's projected energy use is estimated to be (annual BTUs): N/A		
(b) Would the proposed project affect the transmission or generation of energy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13. TRANSPORTATION: <u>CEQR Technical Manual Chapter 16</u>		
(a) Would the proposed project exceed any threshold identified in Table 16-1 in <u>Chapter 16</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," conduct the appropriate screening analyses, attach back up data as needed for each stage, and answer the following questions:		
o Would the proposed project result in 50 or more Passenger Car Equivalents (PCEs) per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project result in 50 or more vehicle trips per project peak hour at any given intersection? **It should be noted that the lead agency may require further analysis of intersections of concern even when a project generates fewer than 50 vehicles in the peak hour. See Subsection 313 of <u>Chapter 16</u> for more information.	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 subway/rail or bus trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project result, per project peak hour, in 50 or more bus trips on a single line (in one direction) or 200 subway/rail trips per station or line?	<input type="checkbox"/>	<input type="checkbox"/>
o Would the proposed project result in more than 200 pedestrian trips per project peak hour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project result in more than 200 pedestrian trips per project peak hour to any given pedestrian or transit element, crosswalk, subway stair, or bus stop?	<input type="checkbox"/>	<input type="checkbox"/>
14. AIR QUALITY: <u>CEQR Technical Manual Chapter 17</u>		
(a) <i>Mobile Sources:</i> Would the proposed project result in the conditions outlined in Section 210 in <u>Chapter 17</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) <i>Stationary Sources:</i> Would the proposed project result in the conditions outlined in Section 220 in <u>Chapter 17</u> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o If "yes," would the proposed project exceed the thresholds in Figure 17-3, Stationary Source Screen Graph in <u>Chapter 17</u> ? (Attach graph as needed)	<input type="checkbox"/>	<input type="checkbox"/>
(c) Does the proposed project involve multiple buildings on the project site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project require federal approvals, support, licensing, or permits subject to conformity requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to air quality that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15. GREENHOUSE GAS EMISSIONS: <u>CEQR Technical Manual Chapter 18</u>		
(a) Is the proposed project a city capital project or a power generation plant?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
(b) Would the proposed project fundamentally change the City's solid waste management system?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project result in the development of 350,000 square feet or more?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) If "yes" to any of the above, would the project require a GHG emissions assessment based on guidance in Chapter 18?	<input type="checkbox"/>	<input type="checkbox"/>
o If "yes," would the project result in inconsistencies with the City's GHG reduction goal? (See Local Law 22 of 2008; § 24-803 of the Administrative Code of the City of New York). Please attach supporting documentation.	<input type="checkbox"/>	<input type="checkbox"/>

16. NOISE: CEQR Technical Manual Chapter 19

(a) Would the proposed project generate or reroute vehicular traffic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Would the proposed project introduce new or additional receptors (see Section 124 in Chapter 19) near heavily trafficked roadways, within one horizontal mile of an existing or proposed flight path, or within 1,500 feet of an existing or proposed rail line with a direct line of site to that rail line?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) Would the proposed project cause a stationary noise source to operate within 1,500 feet of a receptor with a direct line of sight to that receptor or introduce receptors into an area with high ambient stationary noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Does the proposed project site have existing institutional controls (e.g., (E) designation or Restrictive Declaration) relating to noise that preclude the potential for significant adverse impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) If "yes" to any of the above, conduct the appropriate analyses and attach any supporting documentation.		

17. PUBLIC HEALTH: CEQR Technical Manual Chapter 20

(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Air Quality; Hazardous Materials; Noise?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) If "yes," explain why an assessment of public health is or is not warranted based on the guidance in Chapter 20, "Public Health." Attach a preliminary analysis, if necessary.		

18. NEIGHBORHOOD CHARACTER: CEQR Technical Manual Chapter 21

(a) Based upon the analyses conducted, do any of the following technical areas require a detailed analysis: Land Use, Zoning, and Public Policy; Socioeconomic Conditions; Open Space; Historic and Cultural Resources; Urban Design and Visual Resources; Shadows; Transportation; Noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) If "yes," explain why an assessment of neighborhood character is or is not warranted based on the guidance in Chapter 21, "Neighborhood Character." Attach a preliminary analysis, if necessary. See attached analysis regarding Historic and Cultural Resources.		

19. CONSTRUCTION: CEQR Technical Manual Chapter 22

(a) Would the project's construction activities involve:		
o Construction activities lasting longer than two years?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction activities within a Central Business District or along an arterial highway or major thoroughfare?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closing, narrowing, or otherwise impeding traffic, transit, or pedestrian elements (roadways, parking spaces, bicycle routes, sidewalks, crosswalks, corners, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Construction of multiple buildings where there is a potential for on-site receptors on buildings completed before the final build-out?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o The operation of several pieces of diesel equipment in a single location at peak construction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Closure of a community facility or disruption in its services?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Activities within 400 feet of a historic or cultural resource?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o Disturbance of a site containing or adjacent to a site containing natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
o Construction on multiple development sites in the same geographic area, such that there is the potential for several construction timelines to overlap or last for more than two years overall?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(b) If any boxes are checked "yes," explain why a preliminary construction assessment is or is not warranted based on the guidance in Chapter 22, "Construction." It should be noted that the nature and extent of any commitment to use the Best Available Technology for construction equipment or Best Management Practices for construction activities should be considered when making this determination. Assessment is not warranted because of the short-term and limited nature of the construction of this single curb cut on one Development Site.

20. APPLICANT'S CERTIFICATION

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

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

APPLICANT/REPRESENTATIVE NAME

Vivien R. Krieger

SIGNATURE

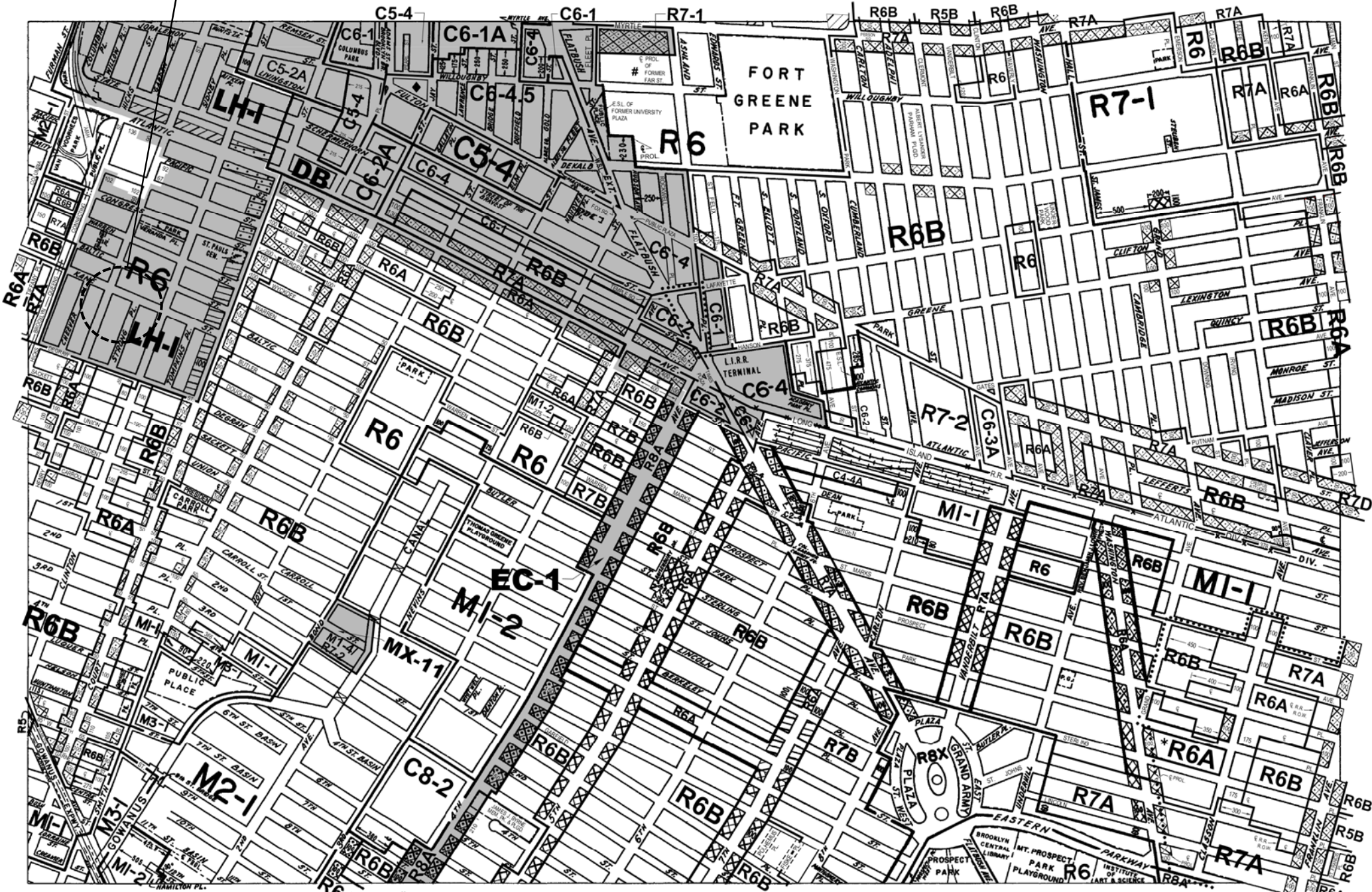
Vivien R. Krieger (CP)

DATE

11/16/15

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

Proposed Project Area



ZONING MAP

THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:

The number(s) and/or letter(s) that follows an R, C or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

- R – RESIDENTIAL DISTRICT
- C – COMMERCIAL DISTRICT
- M – MANUFACTURING DISTRICT

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

AREA(S) REZONED

Effective Date(s) of Rezoning:

*09-24-2013 C 130213 ZMK
06-17-2013 C 130116 ZMK

Special Requirements:

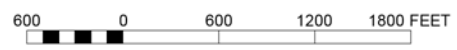
For a list of lots subject to CEQR environmental requirements, see APPENDIX C.
For a list of lots subject to "D" restrictive declarations, see APPENDIX D.
For Inclusionary Housing designated areas on this map, see APPENDIX F.

CITY MAP CHANGE(S):
◆ AS CORRECTED 10-30-2014

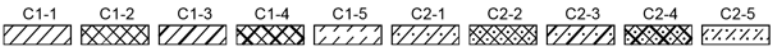
MAP KEY

12b	12d	13b
16a	16c	17a
16b	16d	17b

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NOTE: STREETS FOR THE DOWNTOWN BROOKLYN STREET MAP CHANGES (C 030514MMK - C 030516MMK) ARE SHOWN ON THIS MAP PRIOR TO BECOMING EFFECTIVE IN ORDER TO LOCATE ZONING DISTRICT BOUNDARIES.



NOTE: Where no dimensions for zoning district boundaries appear on the zoning maps, such dimensions are determined in Article VII, Chapter 6 (Location of District Boundaries) of the Zoning Resolution.

ZONING MAP 16c

NOTE: Zoning information as shown on this map is subject to change. For the most up-to-date zoning information for this map, visit the Zoning section of the Department of City Planning website: www.nyc.gov/planning or contact the Zoning Information Desk at (212) 720-3291.



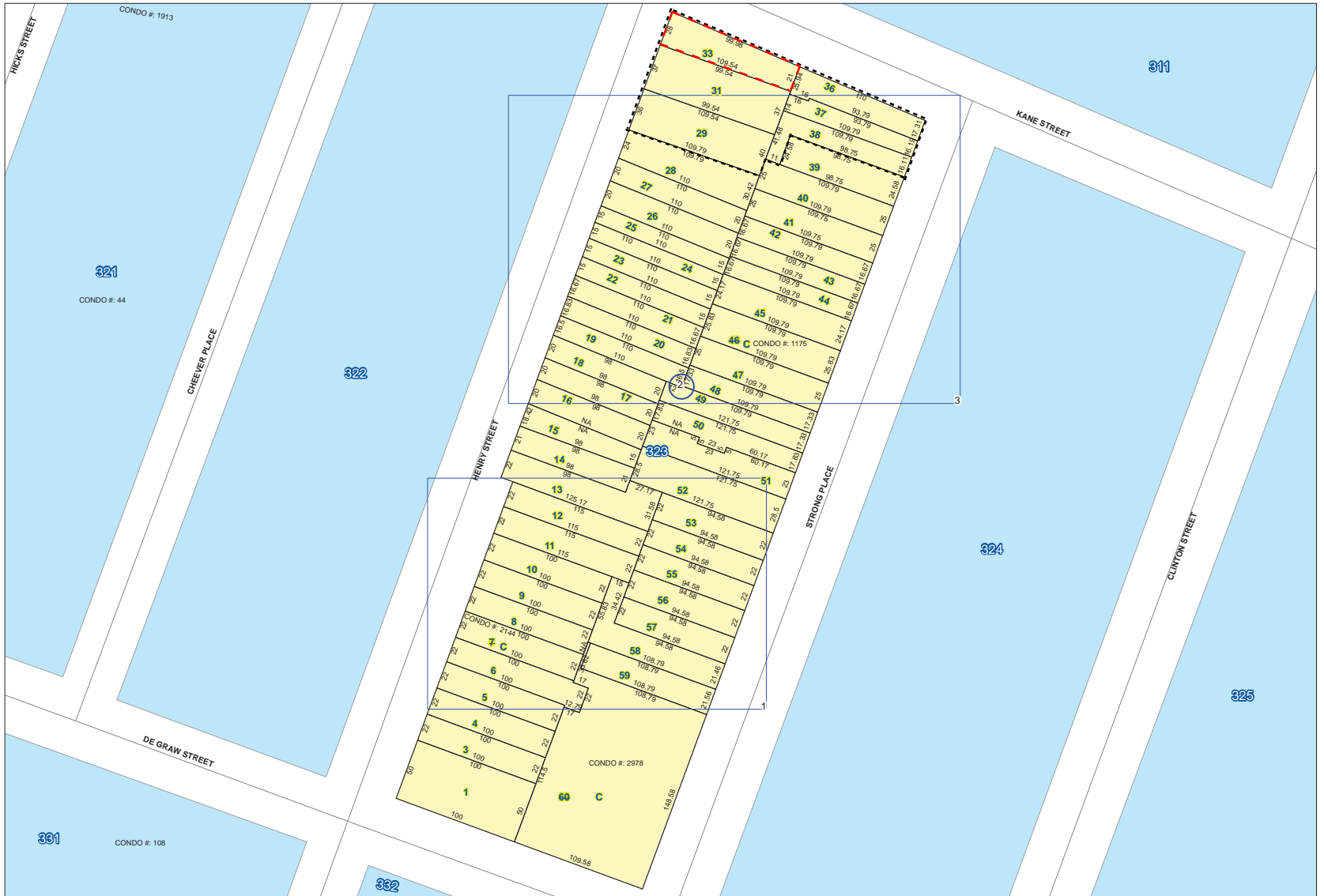
NYC Digital Tax Map

Effective Date : 01-15-2015 11:01:21
End Date : Current
Brooklyn Block: 323



Legend

- Streets
- Miscellaneous Text
- Possession Hooks
- Boundary Lines
- Lot Face Possession Hooks
- Regular
- Underwater
- Tax Lot Polygon
- Condo Number
- Tax Block Polygon
- Project Area
- Development Site



BOUROUGH: BROOKLYN
 BLOCK: 323
 LOTS: 29, 31, 33, 36, 37, 38
 ULURP:

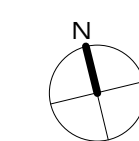
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 LAST REVISED DATE: 10.26.15



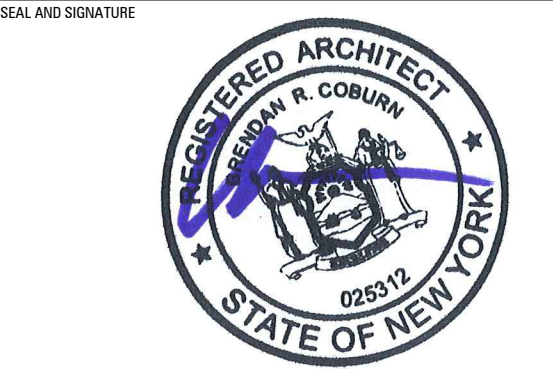
NOTE:
 APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE
 INFORMATION REGARDING THE DEVELOPMENT SITE,
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 REGARDING THE SURROUNDING PROPERTIES IS FOR
 ILLUSTRATIVE PURPOSES ONLY.

LEGEND

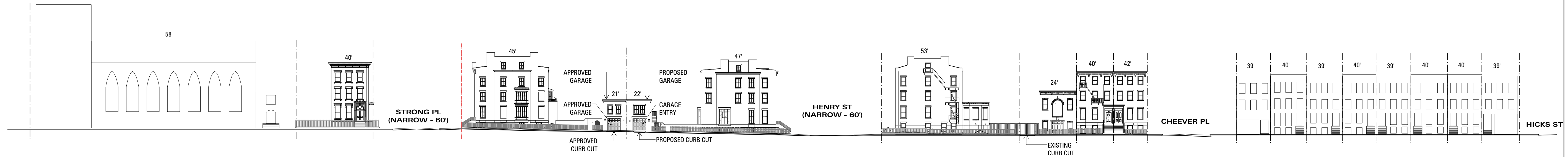
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	EXISTING BUILDING		TAX LOT LINE
			EXISTING CURB CUT



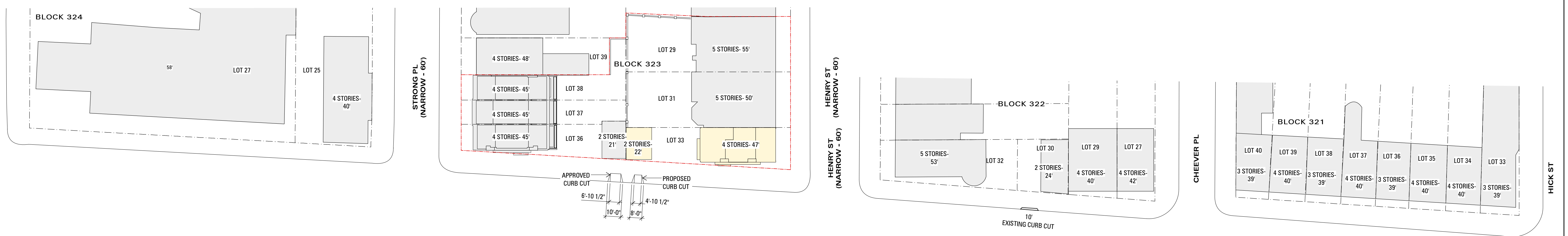
**NEIGHBORHOOD
 CHARACTER DIAGRAM**



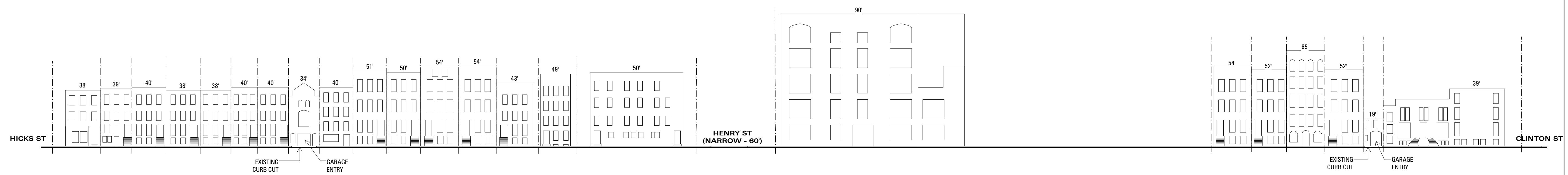
Z-01



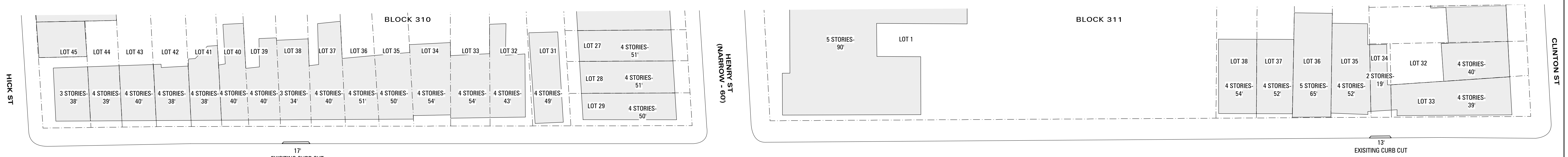
STREETSCAPE ELEVATION - SOUTH SIDE ALONG KANE ST
 NTS



PLAN VIEW - SOUTH SIDE ALONG KANE ST
 NTS



STREETSCAPE ELEVATION - NORTH SIDE ALONG KANE ST
 NTS



PLAN VIEW - NORTH SIDE ALONG KANE ST
 NTS

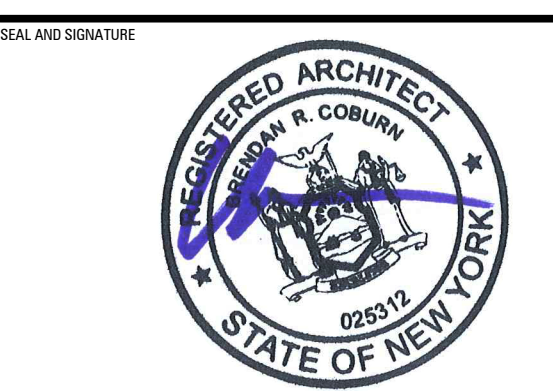
LEGEND

	PROPOSED BUILDINGS/ BUILDINGS UNDER CONSTRUCTION		ZONING LOT LINE
	EXISTING BUILDING		TAX LOT LINE

NOTE:
 APPLICANT'S STAMP AND SEAL CORRESPONDS TO THE INFORMATION REGARDING THE DEVELOPMENT SITE, ZONING LOT, AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY.

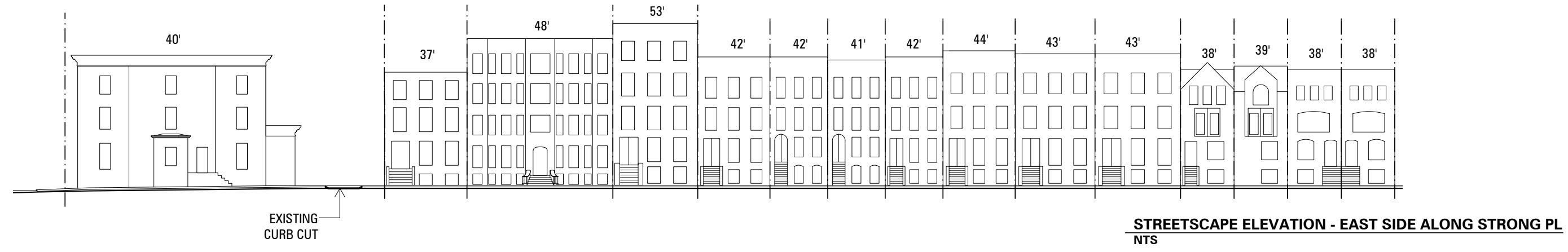
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 LAST REVISED DATE: 10.26.15

NEIGHBORHOOD CHARACTER DIAGRAM: KANE STREET

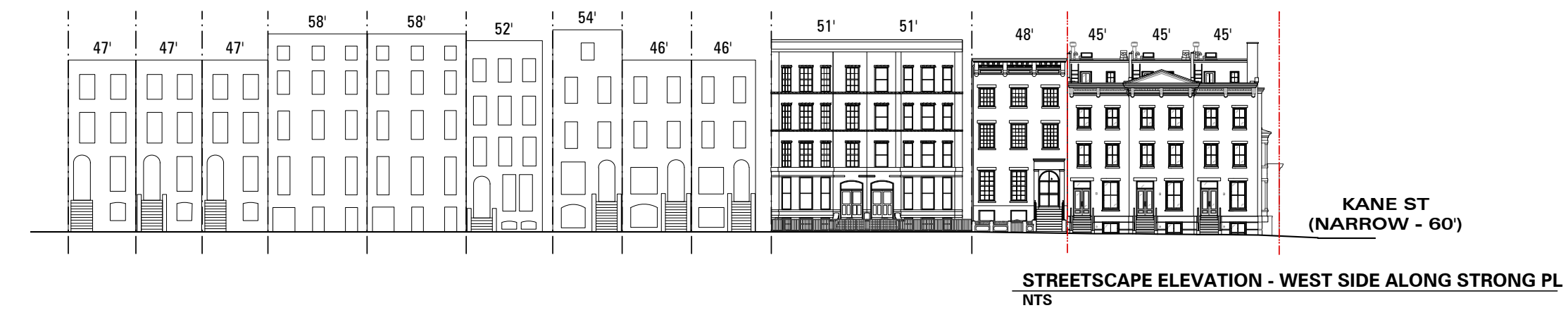


Z-02

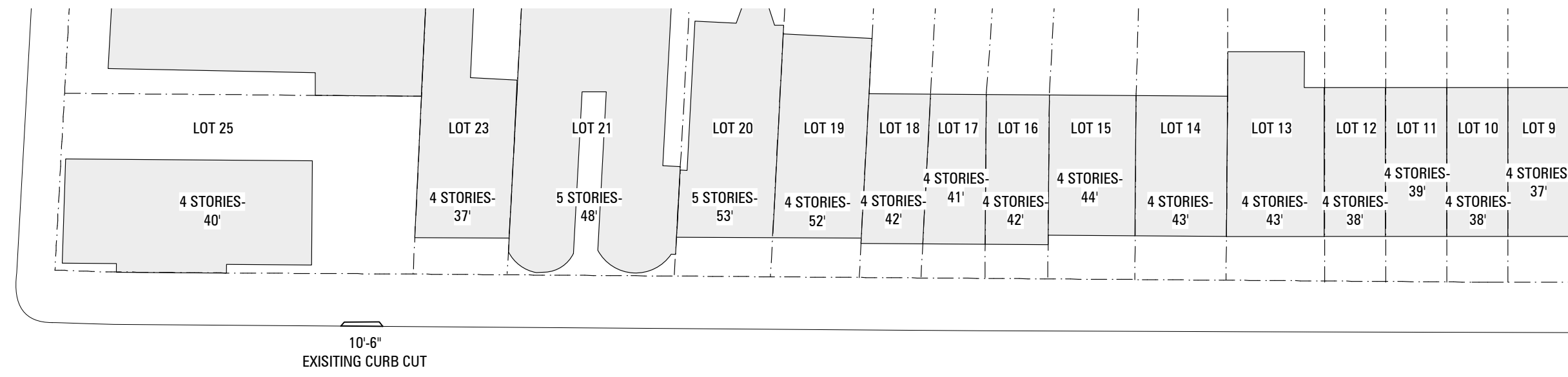
BOUROUGH: BROOKLYN
 BLOCK: 323
 LOTS: 29, 31, 33, 36, 37, 38
 ULURP:



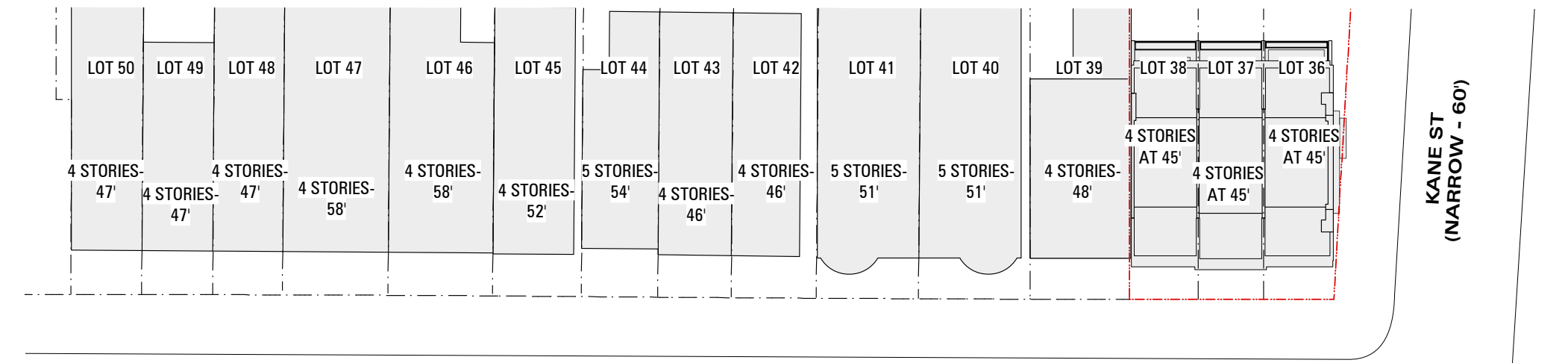
STREETSCAPE ELEVATION - EAST SIDE ALONG STRONG PL NTS



STREETSCAPE ELEVATION - WEST SIDE ALONG STRONG PL NTS



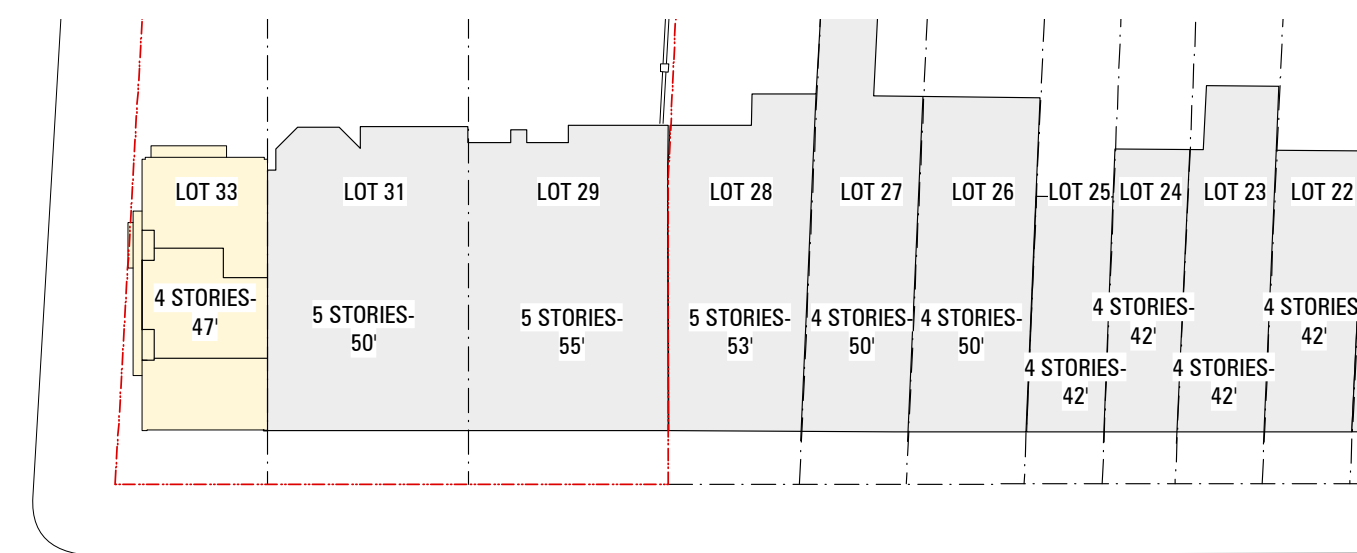
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PLAN VIEW - WEST SIDE ALONG STRONG PL NTS



STREETSCAPE ELEVATION - EAST SIDE ALONG HENRY ST NTS



PLAN VIEW - EAST SIDE ALONG HENRY ST NTS

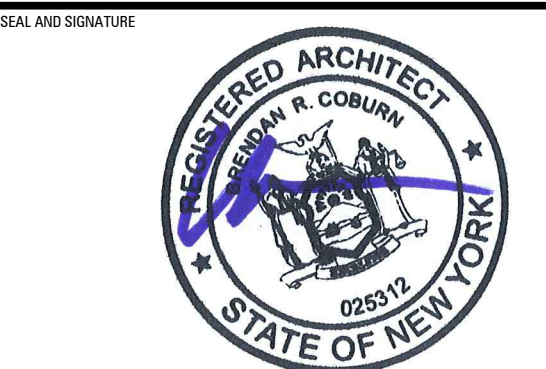
LEGEND

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	EXISTING BUILDING		TAX LOT LINE

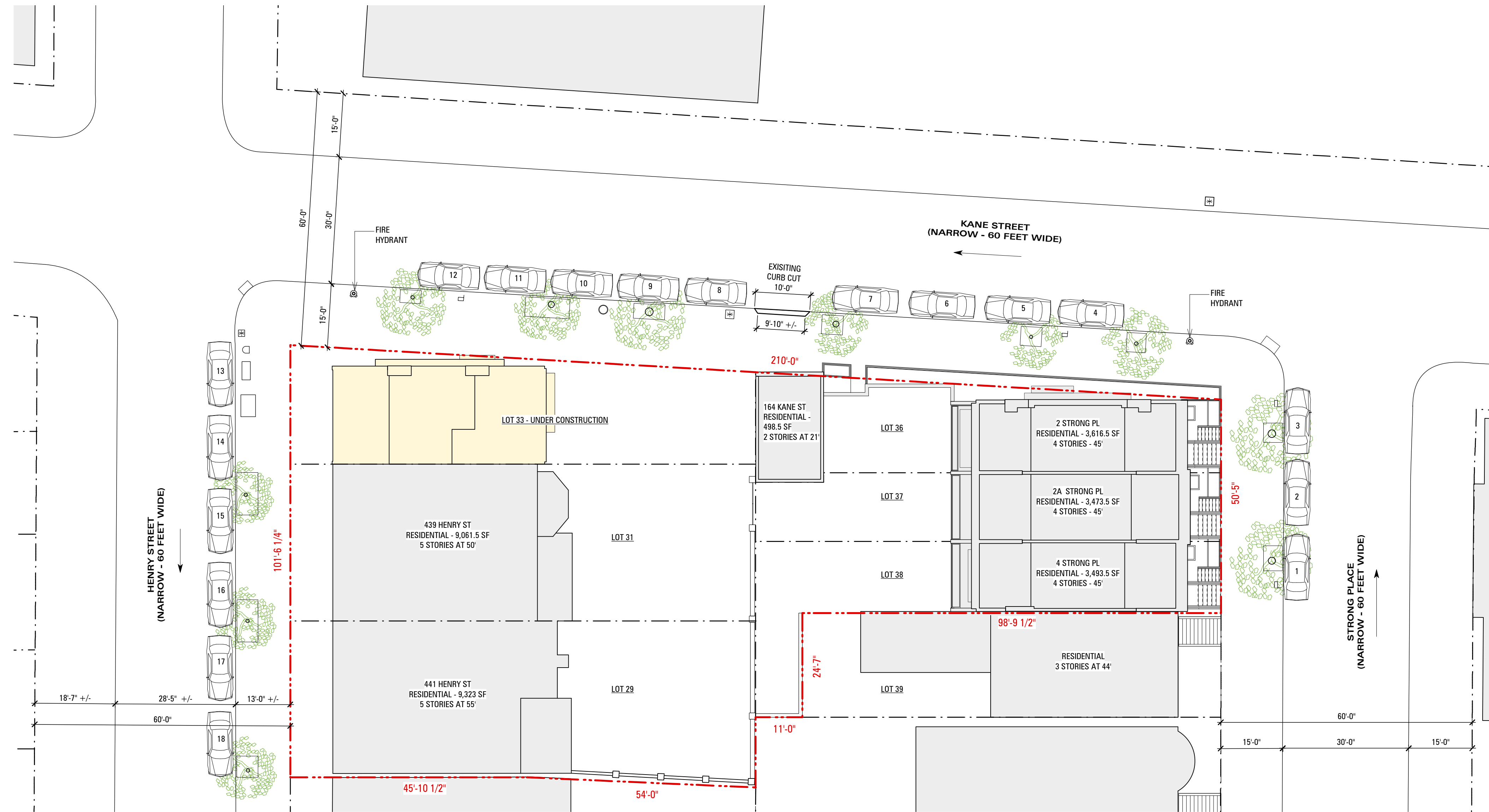
NOTE:
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 LAST REVISED DATE: 10.26.15

**NEIGHBORHOOD CHARACTER DIAGRAM:
 STRONG PLACE & HENRY STREET**

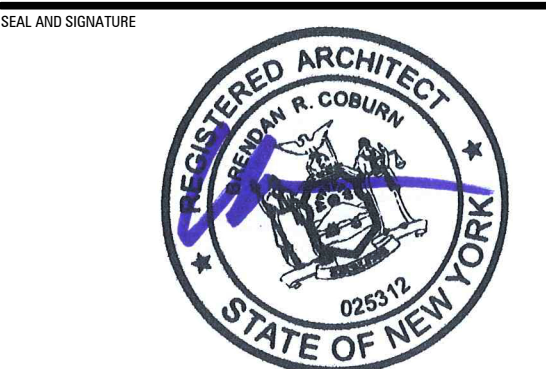


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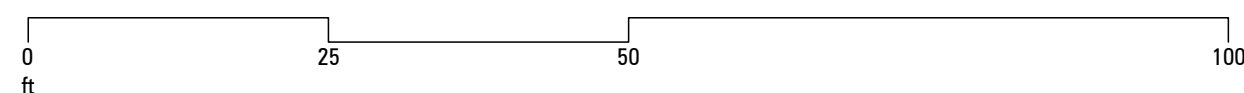
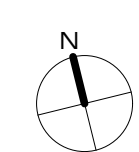


DATE CREATED: 12.11.14
 LAST REVISED DATE: 10.26.15

EXISTING ZONING LOT SITE PLAN



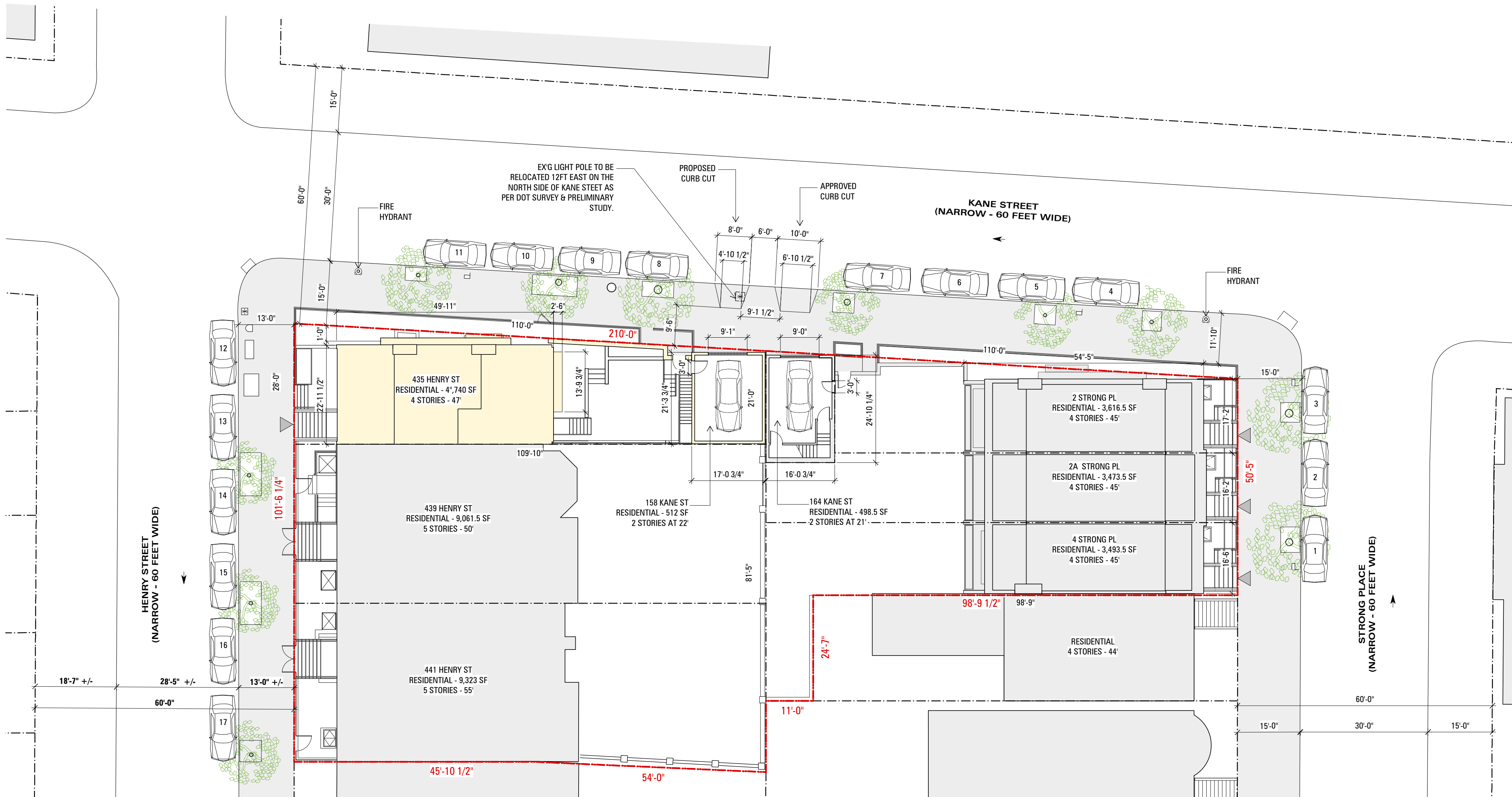
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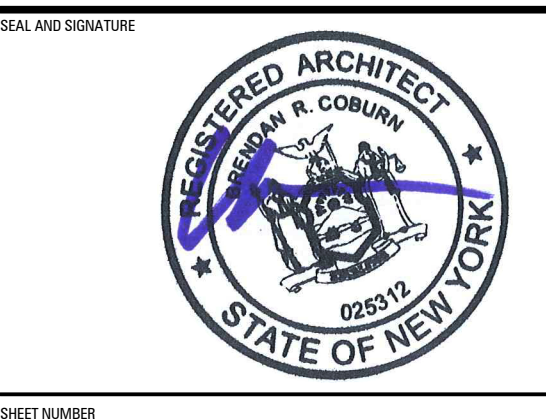
LEGEND

- PROPOSED BUILDING/ BUILDING UNDER CONSTRUCTION
- EXISTING BUILDING
- ZONING LOT LINE
- TAX LOT LINE
- EXISTING STREET TREE



DATE CREATED: 12.11.14
 LAST REVISED DATE: 10.26.15

PROPOSED ZONING LOT SITE PLAN

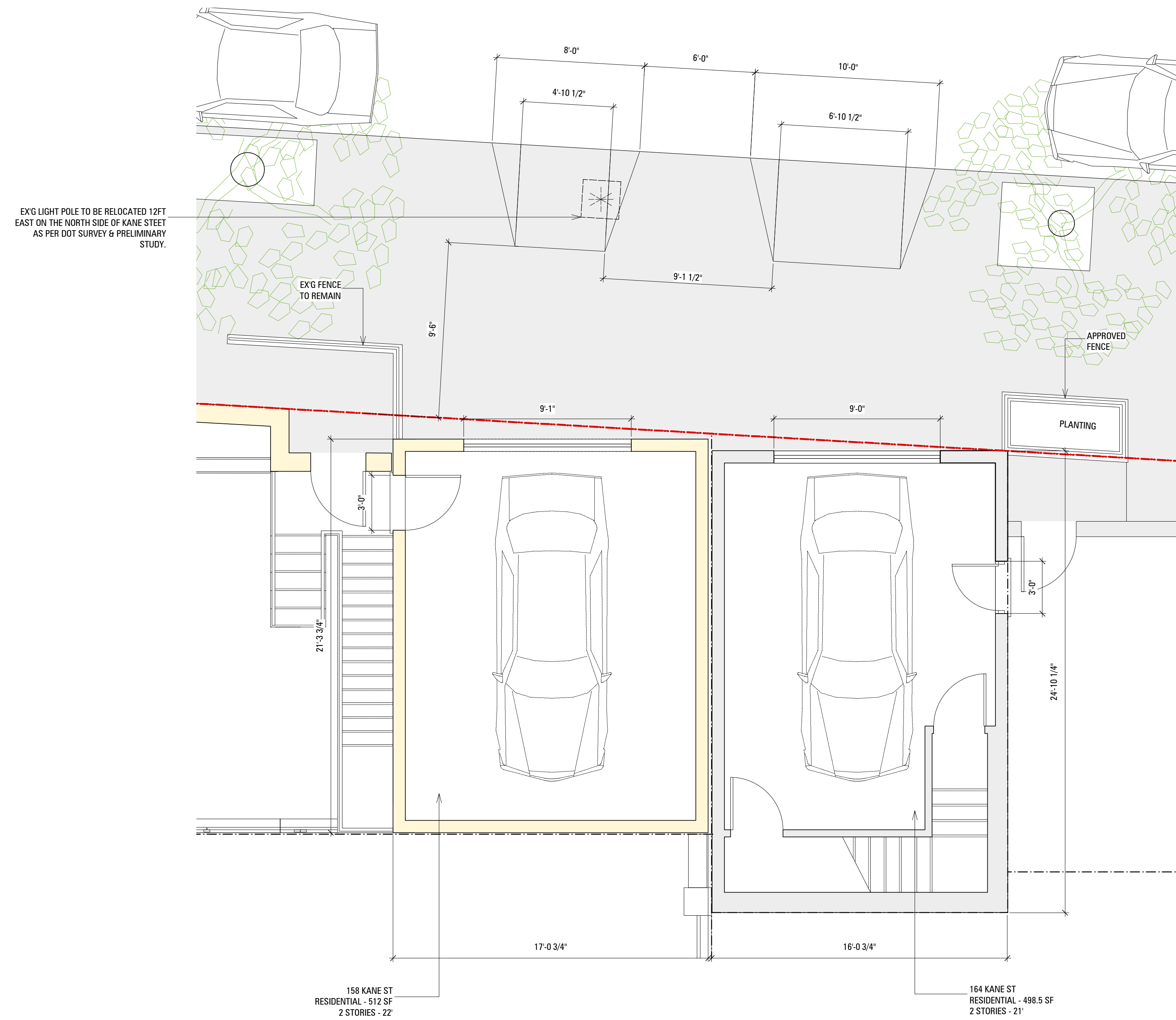


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NOTE:
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LEGEND

- PROPOSED BUILDINGS/BUILDINGS UNDER CONSTRUCTION
- EXISTING BUILDING
- ZONING LOT LINE
- TAX LOT LINE
- EXISTING STREET TREE

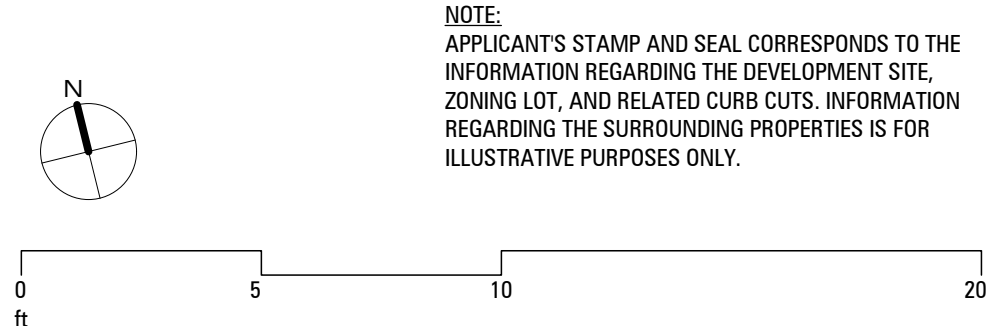


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 LAST REVISED DATE: 10.26.15

SHEET TITLE
ENLARGED GROUND FLOOR PLAN



SHEET NUMBER
Z-06



NOTE:
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LEGEND

	PROPOSED BUILDINGS/BUILDINGS UNDER CONSTRUCTION		ZONING LOT LINE
	EXISTING BUILDING		TAX LOT LINE
			EXISTING STREET TREE

COMPTON RESIDENCE

435 HENRY STREET
BROOKLYN, NY 11231

CWBARCHITECTS 45 Main Street
Studio 1210
Brooklyn, NY 11201
[P] 718 624 1700
[F] 718 624 3232
www.cwbarchitects.com

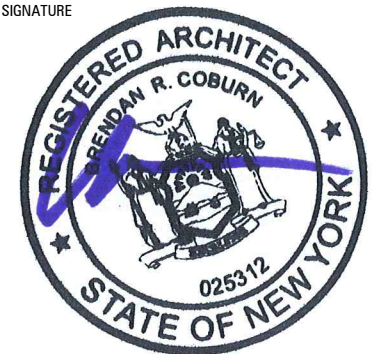
BOUROUGH: BROOKLYN
BLOCK: 323
LOTS: 29, 31, 33, 36, 37, 38

DATE CREATED: 04.24.15
LAST REVISED DATE: 10.30.15

SHEET TITLE

SITE LOCATION MAP

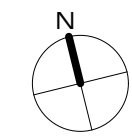
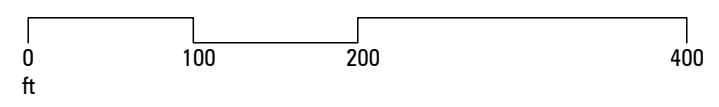
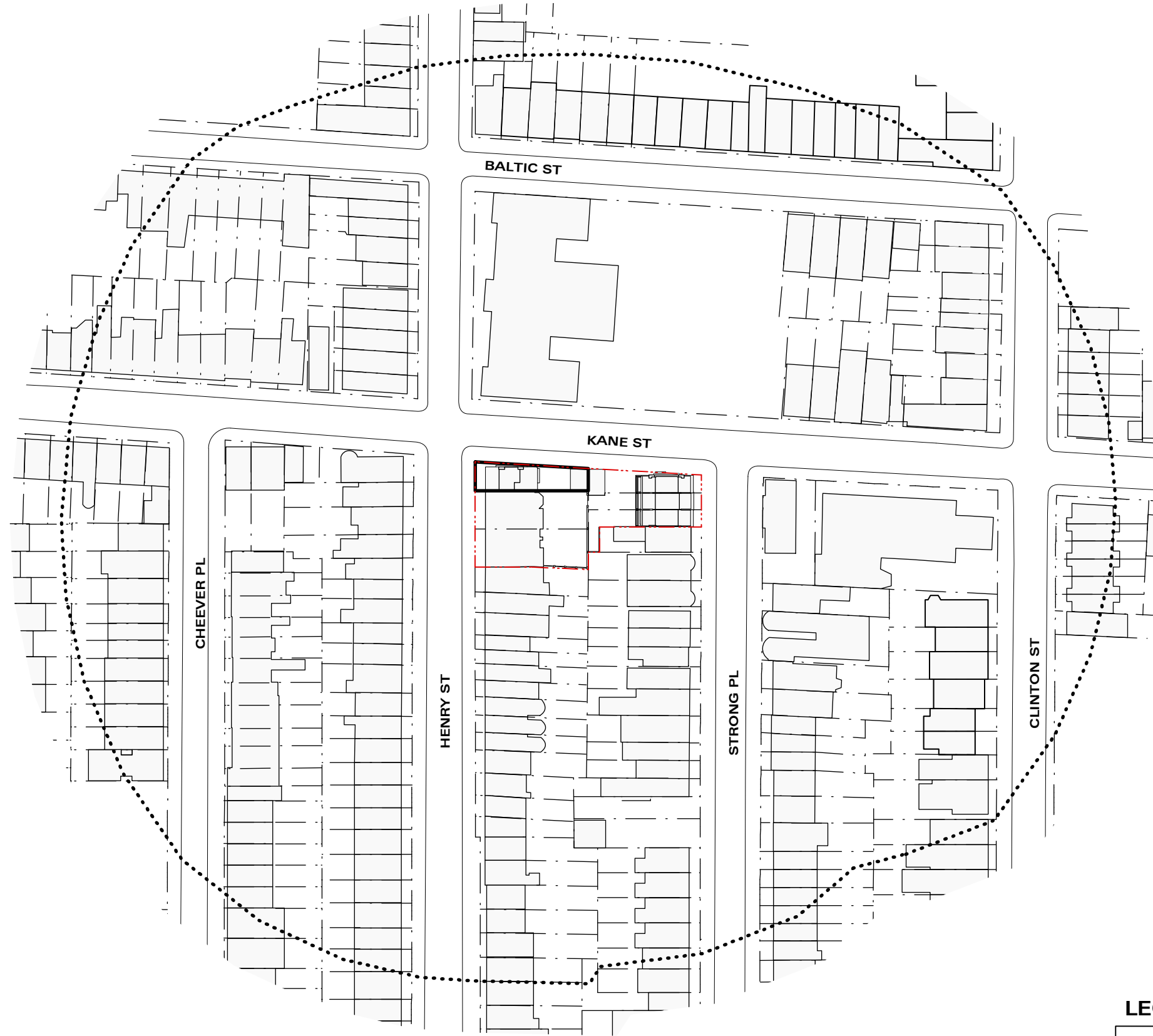
SEAL AND SIGNATURE






SHEET NUMBER

Z-07

CWBARCHITECTS



LEGEND

-  ZONING LOT LINE
-  DEVELOPMENT SITE
-  400-FOOT RADIUS

COMPTON RESIDENCE

435 HENRY STREET
BROOKLYN, NY 11231

CWB ARCHITECTS 45 Main Street
Studio 1210
Brooklyn, NY 11201
[P] 718 624 1700
[F] 718 624 3232
www.cwbarchitects.com

BOUROUGH: BROOKLYN
BLOCK: 323
LOTS: 29, 31, 33, 36, 37, 38

DATE CREATED: 04.24.15
LAST REVISED DATE: 10.30.15

SHEET TITLE

LAND USE MAP

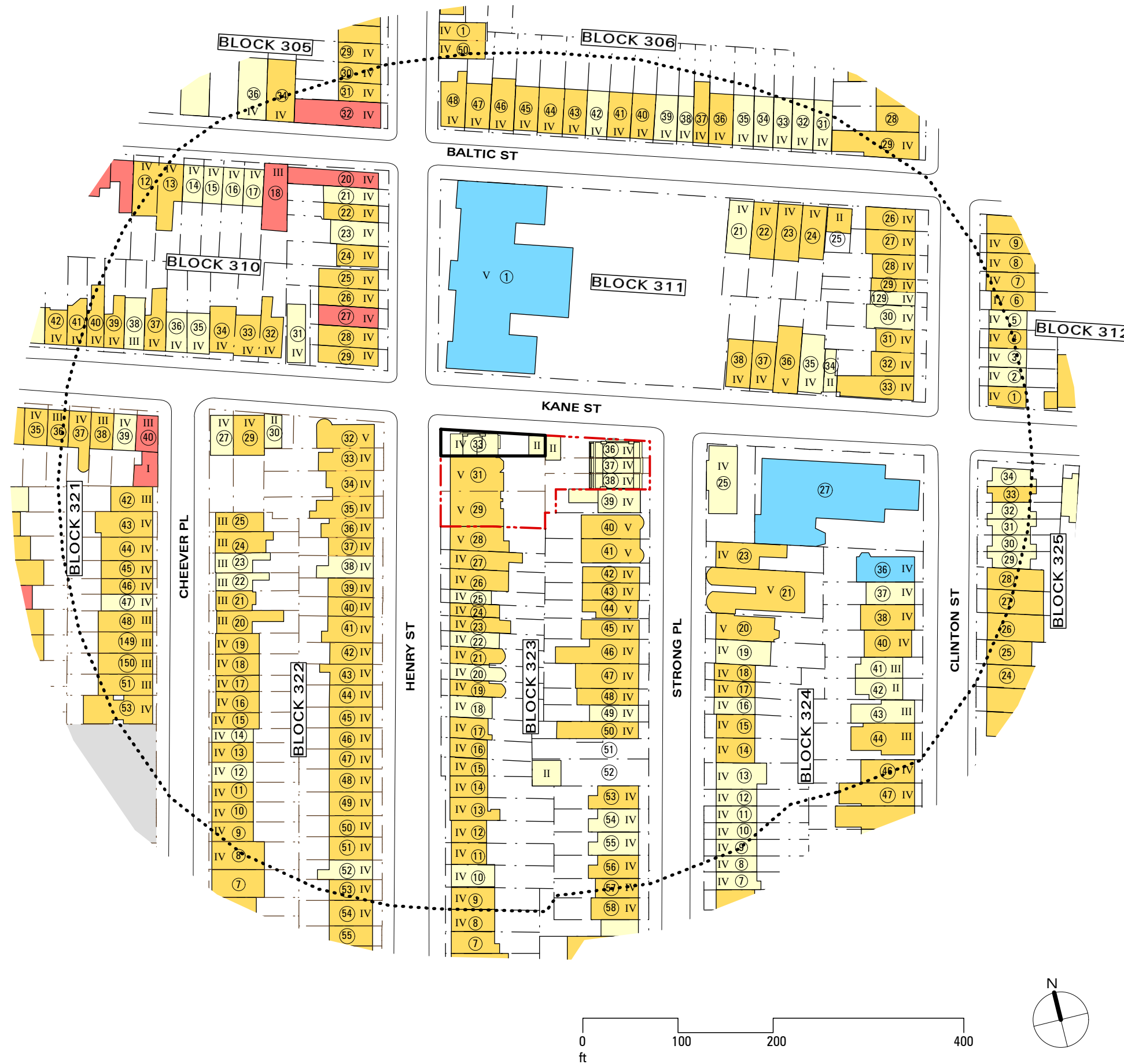
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SHEET NUMBER

Z-08

CWB ARCHITECTS

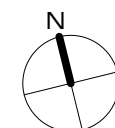
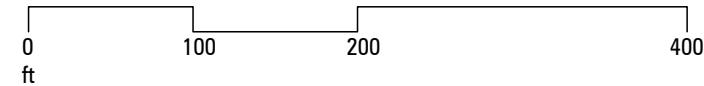


LAND USE

- ONE- AND TWO-FAMILY RESIDENCES
- MULTI-FAMILY WALKUP RESIDENCES
- MULTI-FAMILY ELEVATOR RESIDENCES
- MIXED RESIDENTIAL AND COMMERCIAL
- COMMERCIAL USES
- INDUSTRIAL / MANUFACTURING
- TRANSPORTATION / UTILITY
- PUBLIC FACILITIES AND INSTITUTIONS
- OPEN SPACE AND RECREATION
- PARKING
- VACANT LAND

LEGEND

- ### BLOCK NUMBER
- # TAX LOT NUMBER
- I, II, III STORY HEIGHT
- ZONING LOT LINE
- DEVELOPMENT SITE
- 400-FOOT RADIUS



COMPTON RESIDENCE

435 HENRY STREET
BROOKLYN, NY 11231

CWBARCHITECTS 45 Main Street
Studio 1210
Brooklyn, NY 11201
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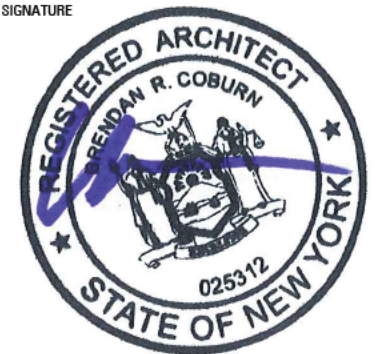
BOUROUGH: BROOKLYN
BLOCK: 323
LOTS: 29, 31, 33, 36, 37, 38

DATE CREATED: 04.30.15
LAST REVISED DATE: 10.30.15

SHEET TITLE

SITE PHOTOGRAPHS

SEAL AND SIGNATURE



SHEET NUMBER

Z-09

CWBARCHITECTS



A - LOOKING SOUTHWEST ALONG KANE ST

PHOTO: 04.24.15



B - LOOKING SOUTH ALONG KANE ST

PHOTO: 04.24.15



C - LOOKING SOUTHEAST TOWARDS KANE ST & HENRY ST

PHOTO: 04.24.15



D - LOOKING SOUTHWEST TOWARDS KANE ST & STRONG PL

PHOTO: 04.24.15



E - LOOKING SOUTHEAST ALONG KANE ST

PHOTO: 04.24.15



F - LOOKING SOUTH ALONG KANE ST

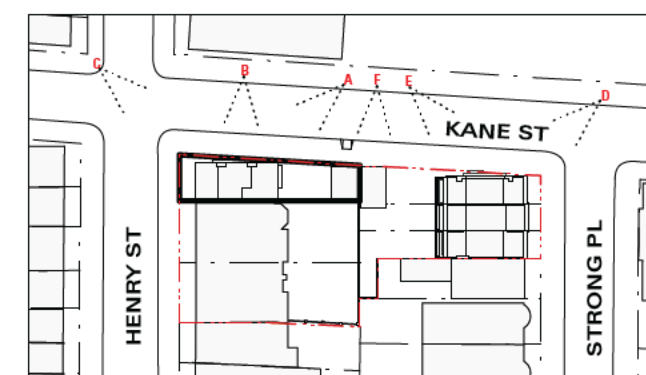
PHOTO: 04.24.15

LEGEND

	ZONING LOT LINE
	DEVELOPMENT SITE
	400-FOOT RADIUS



KEY PLAN



EAS PART I
CURB CUT AUTHORIZATION
158 KANE STREET, BROOKLYN

4. PROJECT DESCRIPTION

A. Introduction

Andrea Compton (the “Applicant”) seeks an authorization by the City Planning Commission pursuant to Section 25-631(f)(2) of the NYC Zoning Resolution (the “Zoning Resolution” or “ZR”) to permit the installation of a second curb cut on a combined zoning lot (the “Proposed Development”). The combined zoning lot (the “Project Area”) is comprised of Block 323, Tax Lots 29, 31, 33, and Tax Lots 36, 37, 38 (f/k/a Tax Lot 38) in the Cobble Hill neighborhood of Brooklyn, Community District 6. The Proposed Development would be adjacent to Lot 33 on Kane Street between Henry Street and Strong Place (the “Proposed Development Site”).

Background

The Project Area is located in an R6 zoning district in a limited height district (LH-1) within the Cobble Hill Historic District.

LH-1 Limited Height District Extension

On August 16, 1973, the LH-1 Limited Height District Extension became effective, which extended the LH-1 limited height district southerly and included the Proposed Development Site. New structures in this area are limited to a height of 50 feet.

Cobble Hill Historic District

On December 30, 1969, the Landmarks Preservation Commission designated the Cobble Hill Historic District, in which the Proposed Development Site is located.

The Designation Report states:

The Cobble Hill Historic District includes over twenty-two city blocks, generally between Atlantic Avenue, Court, Degraw and Hicks Streets. It is located approximately two blocks east of the Brooklyn waterfront of the Upper Bay. It forms a southerly extension of the Brooklyn Heights Historic District, separated from it only by Atlantic Avenue, yet it is quite different in character, having a unique quality of its own.

The development of Cobble Hill as a residential district really began in the mid-1830’s when an attractive row of Greek Revival town houses was built, soon followed by others. It retains its residential character today, commercial areas being largely limited to Atlantic Avenue and Court Street. There are a representative number of fine churches.

[...]

Through most of its urban life, Cobble Hill was known variously as part of Red Hook, South Brooklyn or the Sixth Ward. Today it has its own identity, with the name Cobble Hill adopted in 1959. Moreover, it has undergone a marked renaissance and rejuvenation. More young people and people of affluence have moved in. Scheduled to open in January 1970 is the Strong Place Day Care Center with cafeteria, kindergarten and head start program.

Proposed Actions

Pursuant to ZR 25-631(f)(2), the City Planning Commission may authorize modification of the location and width of curb cuts as required by the provisions of ZR 25-631 provided that the Commission finds that (i) the proposed modification does not adversely affect the character of the surrounding area; and (ii) where more than one curb cut is provided, the curb cuts are arranged to foster retention of curbside parking spaces along the street frontage of the zoning lot. The authorization would modify the limit of one curb cut per zoning lot (ZR 25-631(e)) to permit two curb cuts at the Project Area.

The proposed action would facilitate the use of the ground floor of the proposed carriage house at the Proposed Development Site as a parking garage. The second floor of the carriage house will be residential regardless of the approval of the proposed action. The action necessary to facilitate the proposal is the zoning authorization sought herein. No additional discretionary actions from the New York City Planning Commission ("CPC") are required, as the Proposed Development is otherwise permitted on an as-of-right basis.

The New York City Landmarks Preservation Commission ("LPC") issued a Certificate of Appropriateness (No. 14-8316) dated September 11, 2013, expiring July 16, 2019, in conjunction with the Proposed Development (the "Certificate of Appropriateness"). The Certificate of Appropriateness is attached hereto as Exhibit A. This determination approved a 10 foot long curb cut at the Proposed Development Site and acknowledged the 10 foot long curb cut on the adjacent tax lot (already installed). Changes to the approved curb cut configuration will require LPC review, but likely at the staff level.

By letter dated October 17, 2013, the New York City Department of Transportation ("DOT") approved two 10 foot curb cuts, confirming that the second proposed curb cut on the Project Area (which contains six tax lots) will not result in significant traffic circulation or safety impacts (the "DOT Approval"). The DOT Approval is attached hereto as Exhibit B.

Area Context

The Project Area is located on the northern end of Henry Street, Kane Street and Strong Place in the Cobble Hill neighborhood of the Borough of Brooklyn, within Community District 6. The Project Area is located in an R6 zoning district in a limited height district (LH-1) within the Cobble Hill Historic District. The R6 zoning has been in place since the enactment of the current Zoning Resolution (December 15, 1961) and the LH-1 and Cobble Hill Historic District are described above.

Along the west side of Court Street between Degraw and Congress Streets, three blocks east of the Project Area, the R6 zoning district has a C1-3 commercial overlay. While not on the same block as the Project Area, there are contextual R6 and R7 zoning districts in the area surrounding the Project Area (“Surrounding Area”).

R6 zoning districts permit a wide range of building types and heights and are commonly mapped in medium-density areas of Brooklyn and other boroughs. Both residential and community facility uses are permitted in R6 zoning districts and buildings may be developed using Height Factor/Open Space (“HF/OS”) or Quality Housing (“QH”). The maximum residential floor area ratio (“FAR”) for a HF/OS development that could be achieved is 2.43 and for QH is 2.2. The height of a HF/OS development is governed by the sky exposure plane, while the base height of a QH development must be between 30-45 feet before setting back. In either case, the LH-1 district limits the maximum building height of a new building to 50 feet. The FAR for most community facility uses is 4.8. The total FAR of a development may not exceed the highest FAR of the constituent uses.

The Surrounding Area is largely residential in character, but there are public institutions, community facilities, and commercial uses of note. The Cobble Hill Park is located to the north of the Proposed Development Site. Public School 29 is directly across Kane Street from the Proposed Development Site. Christ Church is a block to the east and Court Street’s active commercial uses are three blocks to the east. To the south is the Carroll Gardens residential neighborhood. The residential uses in the Surrounding Area are primarily one- to two- family and multi-family walk-up row houses. The majority of these buildings are three to four stories in height.

The neighborhood is well served by mass transit. Two blocks west of the Proposed Development Site is the Brooklyn-Queens Expressway. The Bergen Street Subway Station (F and G trains) is approximately a ½ mile walk from the Proposed Development Site and the B57 Bus Line runs along Court Street three blocks east of the intersection of Kane Street and Strong Place.

Description of the Proposed Project Area

The area of the entire Project Area totals approximately 16,018 square feet. Each tax lot within the Project Area is either developed with a residential building or under construction for such use. Due to the floor area distribution and legal agreements between the owners, subdivision of the Project Area, which would permit the additional curb cut on an as-of-right basis, is not an option.

Lots 29 and 31 are currently improved with two 5-story brick buildings (residential rentals) under single ownership. These buildings were constructed in or around the mid-1800s and are residentially occupied.¹ The building on Lot 29 contains 9 dwelling units and Lot 31 contains 8 dwelling units. No parking spaces are required or provided.

¹ To the extent of our knowledge, these buildings appear to have been built in or around the mid-1800s as residences, used as a convent from approximately 1910-1970, occupied by the International Society of Krishna Consciousness from approximately 1970-1983, and then used as rental apartments to present day.

Lot 33 is the Proposed Development Site and is described in the next section.

Lots 36, 37 and 38 received Temporary Certificates of Occupancy for the three newly constructed row houses, which are now under separate ownership. Each of the three row houses is 4 stories tall and contains one dwelling unit. The row house on Lot 36 has a carriage house (including one dwelling unit and a one car garage) and a curb cut which is on the sidewalk adjacent to the Proposed Development Site. One parking space is provided on Lot 36, but none are required.

An existing curb cut was recently removed from Strong Place on the sidewalk adjacent to Lot 37. The curb cut was located near the corner and the removal of that curb cut ended up creating two new on-street parking spaces instead of just one new on-street parking space, thereby fostering retention of curbside parking spaces along the street frontage of the Project Area.

Description of the Proposed Development Site

The Proposed Development Site is known by the addresses 435 Henry Street (single-family townhouse) and 158 Kane Street (a carriage house at the rear of the tax lot). The single family townhouse is currently under development and the carriage house, which will contain a garage on the ground floor with room for one car and a separate dwelling unit above the garage, is not yet under construction. No parking spaces are required and none currently exist.

As is discussed above, the project received a Certificate of Appropriateness, which approved a 10 foot long curb cut at the Proposed Development Site and acknowledged an existing curb cut on the adjacent tax lot (*See Exhibit A*). The DOT Approval also authorized two curb cuts (*See Exhibit B*).

Construction on the townhouse began in June 2014 and is anticipated to end in December 2015. Although construction is not yet complete, a substantial amount of work, including the foundation and structural shell, has been completed on the townhouse, pursuant to the plans approved by the NYC Department of Building's ("DOB") on June 17, 2014. The townhouse is shown on the Proposed Zoning Lot Site Plan (Sheet No. Z-05) dated October 26, 2015, prepared by CWB Architects, and submitted herewith. Plans for the carriage house were filed with DOB showing one dwelling unit occupying the ground and second floors with the intent of amending the plans to include the proposed parking space on the ground floor upon approval of this application. Construction on the carriage house is expected to begin upon DOB approval and will take approximately 3 months. Any construction on the carriage house prior to the approval of this application will be limited to the structural shell of the building.

Description of the Proposed Development

Adjacent Tax Lot 36 has a 10 foot curb cut on Kane Street, which ends near the tax lot line of the Proposed Development Site. The Applicant seeks to install an 8 foot curb cut at the Proposed Development Site with a distance of approximately 6 feet between the two curb cuts. This proposal would comply with the minimum curb cut length permitted on an as-of-right basis (ZR 25-631) and the minimal distance of 6 feet between the two curb cuts would further foster retention of curbside parking.

There is a distance of approximately 111 feet between the proposed curb cut on Kane Street at the Proposed Development Site and the corner of Henry Street, and a distance of approximately 112 feet 7 inches between the curb cut on Tax Lot 36 and the corner of Strong Place. Between Henry Street and Strong Place, Kane Street is a westbound one-way street with parking lanes on both sides of the street. Curbside parking is prohibited on the north side of Kane Street from 7 a.m. to 4 p.m. on school days and from 9 a.m. to 10:30 a.m. on Thursdays. On the south side of Kane Street there is no parking permitted on Tuesdays from 9:00 a.m. to 10:30 a.m. The ban on curbside parking on the north side of Kane Street from 7 a.m. to 4 p.m. on school days allows for ample space for the drop-off and pick-up of school children. The location of Public School 29 across Kane Street from the Proposed Development Site reduces the amount of area residents that may otherwise seek on-street parking in the area.

The curb cuts are arranged to foster retention of curbside parking spaces along the street frontage of the Project Area on Kane Street by minimizing the size of the curb cuts and the space between them. Additionally, because the Project Area is comprised of six tax lots with multiple property owners that would each otherwise be permitted to maintain its own curb cut, the proposal is consistent with the Zoning Resolution's intent to avoid a single property owner disproportionately gaining at the expense of the neighborhood's character and access to curbside parking.

It is typical in this area for tax lot boundaries to be coincident with zoning lot boundaries (absent a merger or subdivision) and each zoning lot is entitled to its own curb cut. Because the Project Area is comprised of six tax lots that would each otherwise be permitted to maintain its own curb cut, the proposal for two curb cuts on two separate tax lots will appear no different than curb cuts on other tax lots in the neighborhood that have coinciding zoning lot boundaries. As shown on the Neighborhood Character Diagram (Sheet Nos. Z-01 – Z-03) dated October 26, 2015, prepared by CWB Architects, and submitted herewith, there are several tax lots in close proximity to the Proposed Development Site that are similar in size to the Proposed Development Site, which maintain their own curb cut (*See, e.g.*, Block 323, Lot 52; Block 310, Lot 38; Block 311, Lot 34; Block 321, Lots 48, 149, 150, & 51; Block 322, and Lots 27 & 30). Along Kane Street, each of the block frontages to the north and the block frontage to the west of the Proposed Development Site maintain curb cuts on similarly-sized lots. Therefore, the proposal will not adversely impact the character of the Surrounding Area.

LPC's issuance of the Certificate of Appropriateness approving the curb cut at the Proposed Development Site further confirms the Proposed Development's compliance with the character of the Cobble Hill Historic District, which so crucially contributes to the fabric of the neighborhood. Similarly, finding that the curb cuts would not result in significant traffic circulation or safety impacts, DOT confirmed the appropriateness of the proposed curb cuts in the DOT Approval.

B. Framework for Analysis

This document has been prepared in accordance with the guidelines presented in the 2014 *City Environmental Quality Review ("CEQR") Technical Manual*. For each Environmental Assessment Statement ("EAS") technical assessment, the analysis includes descriptions of the existing conditions, conditions in the future without the proposed project (the "No-Action"

condition), and conditions in the future with the proposed project (the “With-Action” condition). For each relevant technical area, the incremental difference between the No-Action and With-Action condition is analyzed to determine the potential environmental effects of the proposed project.

Existing Conditions - Project Area and Proposed Development Site

As discussed in greater detail above, the zoning lot, or Project Area, is comprised of several tax lots in Block 323, including Lots 29, 31, 33, 36, 37, and 38. Lots 29 and 31 are currently occupied with two 5-story brick buildings (residential rentals) under single ownership. Lot 33 is the Proposed Development Site, owned by the Applicant, and described above. The 4-story single-family townhouse at the Proposed Development Site is currently under construction. Three 4-story row houses on Tax Lots 36, 37, and 38 were recently completed.

There is a carriage house (one car garage with residential use on the second floor) at the rear of the row house on Tax Lot 36. There is a 10 foot curb cut on Kane Street that provides vehicular access to this garage. Since the owner of these lots recently removed a curb cut on Strong Place, there is currently one curb cut on the Project Area.

No-Action Condition

The No-Action scenario describes a future baseline condition, which would remain absent the approval sought herein, and against which the proposed project may be compared. The No-Action scenario would maintain the approved, complying curb cut condition on Kane Street at Block 323, Tax Lot 36. The proposed curb cut adjacent to the Proposed Development Site would not be built because one curb cut per zoning lot is the maximum permitted in the subject R6 zoning district. Thus, under the No-Action scenario, the Proposed Development Site would remain without a curb cut. The accessory structure in the eastern portion of the Proposed Development Site, which is the proposed carriage house, would still be built, but would be used solely as a residence without a garage on the ground floor.

With-Action Condition

The With-Action scenario would maintain the curb cut on Block 323, Tax Lot 36 along Kane Street and add a second curb cut on Kane Street at the Proposed Development Site. The existing 10 foot curb cut on Tax Lot 36 would be separated from the proposed 8 foot curb cut at the Proposed Development Site by a distance of 6 feet. Thus, under the With-Action Scenario, there would be two curb cuts on the Project Area.

Upon approval of the requested authorization, the Applicant would construct the curb cut on Kane Street at the Proposed Development Site. The carriage house at the Proposed Development Site would be used as a one car garage with a residential unit on the second floor. The approved curb cut and carriage house on Kane Street at Tax Lot 36 would remain along with each of the 4-story row houses on Tax Lots 36, 37, and 38.

C. Purpose and Need

The proposed action would permit two curb cuts on one zoning lot, which would allow two separate tax lot owners access to carriage houses on their respective properties to park one car each. The proposal is in keeping with the intent of the Zoning Resolution because it is typical in this area for tax lot boundaries to be coincident with zoning lot boundaries (absent a merger or subdivision) and each zoning lot is entitled to its own curb cut. Because the Project Area is comprised of six tax lots that would each otherwise be permitted to maintain its own curb cut, the proposal for two curb cuts on two separate tax lots will appear no different than curb cuts on other tax lots in the neighborhood that have coinciding zoning lot boundaries. Moreover, as a curb cut was removed from Strong Place creating two new on-street parking spaces, the recent removal of the Strong Place curb cut coupled with the curb cut on Tax Lot 36 and the proposed curb cut, which is designed to foster retention of curbside parking spaces, will not result in any actual loss of on-street parking spaces.

Therefore, the authorization sought pursuant to ZR 25-631(f)(2) would provide off-street parking for two different property owners while maintaining consistency with the intent of ZR 25-631.

D. Conclusion

The Proposed Development is consistent with existing land uses, zoning in the area and the intent of ZR 25-631. The Project Area (which includes six residential buildings, an existing carriage house and a carriage house to be constructed, with multiple property owners) complies with all aspects of the Zoning Resolution, with the exception of the proposed curb cut at the Proposed Development Site.

The existing curb cut and the proposed curb cut are designed to maximize on-street parking along Kane Street by minimizing the size of the two curb cuts and the space between them. The proposed curb cut and construction associated therewith would have a *de minimis* impact on the neighborhood and built environment, while facilitating the provision of an enclosed, accessory parking space. Because the Project Area is comprised of multiple tax lots with multiple property owners, the proposal is consistent with the Zoning Resolution's intent to avoid a single property owner disproportionately gaining at the expense of the neighborhood's character and access to curbside parking. The authorization sought pursuant to ZR 25-631(f)(2) will not adversely affect the character of the Surrounding Area and the curb cuts are arranged to foster retention of curbside parking spaces along the street frontage of the zoning lot, which has three street frontages.

EAS PART II

ADDITIONAL TECHNICAL INFORMATION

1. LAND USE, ZONING, AND PUBLIC POLICY

A. Introduction

The proposed curb cut authorization sought pursuant to Section 25-631(f)(2) of the Zoning Resolution would permit the installation of a second curb cut at the Project Area. The proposed action would facilitate the use of the ground floor of the proposed carriage house at the Proposed Development Site as a parking garage. The second floor of the carriage house will be residential regardless of the approval of the proposed action. The action necessary to facilitate the proposal is the zoning authorization sought herein. No additional discretionary actions from the CPC are required, as the Proposed Development is otherwise permitted on an as-of-right basis. This analysis discusses the existing conditions in the Surrounding Area, anticipates potential changes in land use and zoning that are expected to take place absent the proposed action, and examines any potential impacts to land use, zoning, and public policy that may result from the proposed action.

The *CEQR Technical Manual* dictates that the study area for land use and zoning should relate to the extent of the project's potential impacts, but that a 400 foot radius from the borders of the Project Area is typically adequate. Although the installation of the proposed curb cut at the Proposed Development Site is extremely limited in scope, the "Study Area" is generally defined as a 400 foot radius from the borders of the Project Area for the purposes of this analysis. In preparing this analysis, various sources were utilized, including publicly available land use and zoning maps, field surveys, DOB records, the Land Use & CEQR Application Tracking System ("LUCATS") of the New York City Department of City Planning ("DCP"), and the Zoning Resolution. Additionally, in order to determine the No-Action conditions, all changes in land use and zoning anticipated to occur in 2015 (the build year) were evaluated.

The Proposed Development is consistent with existing land uses, zoning, and the intent of ZR 25-631. The Project Area (which includes six residential buildings, an existing carriage house and a carriage house to be constructed, with multiple property owners) complies with all aspects of the Zoning Resolution, with the exception of the proposed curb cut at the Proposed Development Site. The proposed curb cut is designed to maximize on-street parking along Kane Street and would have a *de minimis* impact on the neighborhood and built environment, while facilitating the provision of an enclosed, accessory parking space. Therefore, the authorization sought herein is not expected to have significant adverse impacts on land use, zoning, or public policy.

B. Existing Conditions

Land Use

Project Area & Proposed Development Site

The Project Area, which is comprised of Block 323, Tax Lots 29, 31, 33, and Tax Lots 36, 37, 38 (f/k/a Tax Lot 38), is located in an R6 zoning district in a limited height district (LH-1) within the Cobble Hill Historic District in Community District 6. The area of the entire Project Area totals approximately 16,018 square feet. Each tax lot within the Project Area is either developed with a residential building or under construction for such use. Due to the floor area distribution and legal agreements between the owners, subdivision of the Project Area, which would permit the additional curb cut on an as-of-right basis, is not an option.

Lots 29 and 31 are currently improved with two 5-story brick buildings (residential rentals) under single ownership. These buildings were constructed in or around the mid-1800s and are residentially occupied.² The building on Lot 29 contains 9 dwelling units and Lot 31 contains 8 dwelling units. No parking spaces are required or provided.

Lot 33 is the Proposed Development Site, which has a lot area of approximately 2,520 square feet. The Proposed Development Site is known by the addresses 435 Henry Street (single-family townhouse) and 158 Kane Street (a carriage house at the rear of the tax lot). The single family townhouse is currently under development, but the carriage house is not yet under construction. No parking spaces currently exist or are required.

Lots 36, 37 and 38 received Temporary Certificates of Occupancy for the three newly constructed row houses, which are now under separate ownership. Each of the three row houses is 4 stories tall and contains one dwelling unit. The row house on Lot 36 has a carriage house (including one dwelling unit and a one car garage) and a curb cut which is on the sidewalk adjacent to the Proposed Development Site. One parking space is provided on Lot 36, but none are required.

An existing curb cut was recently removed from Strong Place on the sidewalk adjacent to Lot 37. The curb cut was located near the corner and the removal of that curb cut ended up creating two new on-street parking spaces instead of just one new on-street parking space, thereby fostering retention of curbside parking spaces along the street frontage of the Project Area.

Study Area

The boundaries of the 400-foot Study Area are shown on the Land Use Map (Sheet No. Z-08) dated October 30, 2015, prepared by CWB Architects, and submitted herewith. As shown on the Land Use Map, the Study Area is primarily residential in character, but there are public institutions, community facilities, and commercial uses of note. Public School 29 is directly

² To the extent of our knowledge, these buildings appear to have been built in or around the mid-1800s as residences, used as a convent from approximately 1910-1970, occupied by the International Society of Krishna Consciousness from approximately 1970-1983, and then used as rental apartments to present day.

across Kane Street and Christ Church is one block to the east of the Proposed Development Site. To the northwest of the Proposed Development Site are a few three- to four-story mixed-use buildings with ground floor commercial uses and multi-family residential uses above. The residential uses in the Study Area are primarily one- to two- family and multi-family walk-up row houses. The majority of these buildings are three to four stories in height.

Zoning

Project Area & Proposed Development Site

The Project Area and Proposed Development Site are located within an R6 zoning district in a limited height district (LH-1), which is described in more detail below.

Study Area

The Study Area is located entirely within an R6 zoning district in a limited height district (LH-1). R6 zoning districts permit a wide range of building types and heights and are commonly mapped in medium-density areas of Brooklyn and other boroughs. Both residential and community facility uses are permitted in R6 zoning districts and buildings may be developed using Height Factor/Open Space (“HF/OS”) or Quality Housing (“QH”). The maximum residential FAR for a HF/OS development that could be achieved is 2.43 and for QH is 2.2. The height of a HF/OS development is governed by the sky exposure plane, while the base height of a QH development must be between 30-45 feet before setting back. In either case, the LH-1 district limits the maximum building height of a new building to 50 feet. The FAR for most community facility uses is 4.8. The total FAR of a development may not exceed the highest FAR of the constituent uses.

Public Policy

The R6 zoning has been in place since the enactment of the current Zoning Resolution (December 15, 1961). The R6 zoning district fosters medium-density residential and community facility development. The HF/OS regulations typically produce small multi-family buildings on small zoning lots and taller buildings set back from the street on larger zoning lots. The QH regulations allow for greater lot coverage, and often FAR, but impose height limits to ensure compatibility with the context of the neighborhood.

The LH-1 Limited Height District Extension, which extended the LH-1 limited height district southerly and included the Proposed Development Site, became effective on August 16, 1973. The LH-1 limited height district, which limits the maximum building height of new buildings to 50 feet, further preserves the character of the neighborhood.

The Proposed Development Site is also located in the Cobble Hill Historic District, which was designated by the Landmarks Preservation Commission on December 30, 1969. The Cobble Hill Historic District is listed on the National Register of Historic Places as well. The Cobble Hill Historic District preserves the residential character of the neighborhood and protects historic resources from destruction and inappropriate alterations. Accordingly, any alterations,

reconstruction, new construction, or demolition within the historic district must be pre-approved by LPC.

C. No-Action Condition

Land Use

Project Area & Proposed Development Site

The No-Action scenario describes a future baseline condition, which would remain absent the approval sought herein, and against which the proposed project may be compared. The No-Action scenario would maintain the approved, complying curb cut condition on Kane Street at Block 323, Tax Lot 36. The proposed curb cut adjacent to the Proposed Development Site would not be built because one curb cut per zoning lot is the maximum permitted in the subject R6 zoning district. Thus, under the No-Action scenario, the Proposed Development Site would remain without a curb cut. The Proposed Development Site would still be developed with the 4-story townhouse and accessory structure, which is the proposed carriage house, but the accessory structure would be used solely as a residence without a garage on the ground floor. All other existing buildings and uses at the Project Area would remain unchanged. No changes to land use are expected to occur absent the proposed action.

Study Area

Based on research on DOB's Buildings Information System and DCP's LUCATS, there are no new building or conversion projects located in the Study Area with estimated completion dates in 2015 (the anticipated build year). Thus, no changes to land use are expected to occur absent the proposed action.

Zoning

Project Area & Proposed Development Site

No changes to zoning are expected to occur in 2015 at the Project Area or Proposed Development Site absent the proposed action. The Project Area will remain in an R6 zoning district in a limited height district (LH-1).

Study Area

No changes to zoning are anticipated to occur in the Study Area in 2015 absent the proposed action. LUCATS does not reflect any current land use applications relating to any of the blocks within the Study Area. The Project Area will remain in an R6 zoning district in a limited height district (LH-1).

Public Policy

No changes to relevant public policies affecting the Project Area or Study Area are anticipated to take place in 2015 absent the proposed action.

D. With-Action Condition

Land Use

Project Area & Proposed Development Site

The With-Action scenario would maintain the curb cut on Block 323, Tax Lot 36 along Kane Street and add a second curb cut on Kane Street at the Proposed Development Site. The existing 10 foot curb cut on Tax Lot 36 would be separated from the proposed 8 foot curb cut at the Proposed Development Site by a distance of 6 feet. Thus, under the With-Action Scenario, there would be two curb cuts at the Project Area.

Upon approval of the requested authorization, the Applicant would construct the curb cut on Kane Street at the Proposed Development Site. The carriage house at the Proposed Development Site would be used as a one car garage with a residential unit on the second floor. The approved curb cut and carriage house on Kane Street at Tax Lot 36 would remain along with each of the 4-story row houses on Tax Lots 36, 37, and 38. The remaining existing buildings and uses would not change.

Study Area

The proposed curb cut would present a minor change in land use, in that there would be an additional curb cut and the ground floor of the accessory structure at the Proposed Development Site would be used as a garage instead of a residence (the second floor will contain residential use regardless). Such change in land use is consistent with existing land use conditions, as there are several curb cuts in the Study Area.

It is typical in the Study Area for tax lot boundaries to be coincident with zoning lot boundaries (absent a merger or subdivision) and each zoning lot is entitled to its own curb cut. Because the Project Area is comprised of six tax lots that would each otherwise be permitted to maintain its own curb cut, the proposal for two curb cuts on two separate tax lots will appear no different than curb cuts on other tax lots in the Study Area that have coinciding zoning lot boundaries. As shown on the Neighborhood Character Diagram (Sheet Nos. Z-01 – Z-03) dated October 26, 2015, prepared by CWB Architects, and submitted herewith, there are several tax lots in close proximity to the Proposed Development Site that are similar in size to the Proposed Development Site, which maintain their own curb cut (*See, e.g.*, Block 323, Lot 52; Block 310, Lot 38; Block 311, Lot 34; Block 321, Lots 48, 149, 150, & 51; Block 322, and Lots 27 & 30). Along Kane Street, each of the block frontages to the north and the block frontage to the west of the Proposed Development Site maintain curb cuts on similarly-sized lots. Therefore, the proposal will not adversely impact the land use of the Study Area.

Zoning

Project Area & Proposed Development Site

No changes to zoning are expected to occur in 2015 at the Project Area or Proposed Development Site under the with-action scenario. The Project Area will remain in an R6 zoning district in a limited height district (LH-1).

Study Area

No changes to zoning are anticipated to occur in 2015 in the Study Area under the with-action scenario. LUCATS does not reflect any current land use applications relating to any of the blocks within the Study Area. The Project Area will remain in an R6 zoning district in a limited height district (LH-1).

Public Policy

Pursuant to ZR 25-631(f)(2), the CPC may authorize modification of the location and width of curb cuts as required by the provisions of ZR 25-631 provided that the Commission finds that (i) the proposed modification does not adversely affect the character of the surrounding area; and (ii) where more than one curb cut is provided, the curb cuts are arranged to foster retention of curbside parking spaces along the street frontage of the zoning lot. The authorization would modify the limit of one curb cut per zoning lot (ZR 25-631(e)) to permit two curb cuts at the Project Area.

As discussed above, curb cuts are commonly found on similarly-sized lots within the Study Area. The proposed curb cuts are arranged to foster retention of curbside parking spaces along the street frontage of the Project Area on Kane Street by minimizing the size of the curb cuts and the space between them. Additionally, because the Project Area is comprised of six tax lots with multiple property owners that would each otherwise be permitted to maintain its own curb cut, the proposal is consistent with the Zoning Resolution's intent to avoid a single property owner disproportionately gaining at the expense of the neighborhood's character and access to curbside parking.

The Certificate of Appropriateness approved a 10 foot long curb cut at the Proposed Development Site and acknowledged the 10 foot long curb cut on the adjacent tax lot (already installed) (*See Exhibit A*). Changes to the approved curb cut configuration will require LPC review, but likely at the staff level.

The DOT Approval authorized two 10 foot curb cuts, confirming that the second proposed curb cut on the Project Area (which contains six tax lots) will not result in significant traffic circulation or safety impacts (*See Exhibit B*).

LPC's issuance of a Certificate of Appropriateness approving the curb cut at the Proposed Development Site confirms the Proposed Development's compliance with the character of the Cobble Hill Historic District, which so crucially contributes to the fabric of the neighborhood.

Similarly, finding that the curb cuts would not result in significant traffic circulation or safety impacts, DOT confirmed the appropriateness of the proposed curb cuts. The authorization, accordingly, is not expected to result in any significant adverse impacts on public policy.

E. Conclusion

The authorization sought herein is consistent with existing land uses, zoning, and the intent of ZR 25-631. The Project Area complies with all aspects of the Zoning Resolution, with the exception of the proposed curb cut at the Proposed Development Site. The authorization would allow for a minor change in land use and would not impact zoning or public policy. Therefore, the approval of the authorization is not expected to result in any significant adverse impacts on land use, zoning, or public policy.

6. HISTORIC AND CULTURAL RESOURCES

A. Introduction

An analysis of historic and cultural resources is warranted due to the location of the Proposed Development Site within the Cobble Hill Historic District. Historic and cultural resources include both architectural and archaeological resources.

B. Study Area

The study area for archaeological resources is the area subject to in-ground excavation or disturbance as a result of project construction. As there is no in-ground excavation or disturbance associated with the installation of the proposed curb cut, an analysis of archaeological resources is not warranted.

Potential impacts to architectural resources include both direct physical effects and indirect, contextual effects. The direct effects include, among other things, construction, demolition, and significant alteration to any building, structure, or object. The indirect effects include changes to the visual context of any building and character of the surrounding built or natural environment. As a result, the study area for architectural resources is typically larger than that of archeological resources. The *CEQR Technical Manual* dictates that the study area for architectural resources should relate to the extent of the project's potential impacts, but that a 400 foot radius from the borders of the Project Area is typically adequate. Although the installation of the proposed curb cut at the Proposed Development Site is extremely limited in scope, the "Study Area" is generally defined as a 400 foot radius from the borders of the Project Area for the purposes of this analysis.

C. Cobble Hill Historic District

The Project Area and the remainder of the Study Area are located within the Cobble Hill Historic District, which is a New York City landmark historic district. According to the *CEQR Technical Manual*, a historic district is a geographically definable area that possesses a significant concentration of associated buildings, structures, urban landscape features, or archaeological sites that are united historically or aesthetically by physical development, design, or architectural elements. The LPC designated the Cobble Hill Historic District on December 30, 1969. The 1969 Designation Report states:

The Cobble Hill Historic District includes over twenty-two city blocks, generally between Atlantic Avenue, Court, Degraw and Hicks Streets. It is located approximately two blocks east of the Brooklyn waterfront of the Upper Bay. It forms a southerly extension of the Brooklyn Heights Historic District, separated from it only by Atlantic Avenue, yet it is quite different in character, having a unique quality of its own.

The development of Cobble Hill as a residential district really began in the mid-1830's when an attractive row of Greek Revival town houses was built, soon followed by others. It retains its residential character today, commercial areas being largely limited to Atlantic Avenue and Court Street. There are a representative number of fine churches.

[...]

Through most of its urban life, Cobble Hill was known variously as part of Red Hook, South Brooklyn or the Sixth Ward. Today it has its own identity, with the name Cobble Hill adopted in 1959. Moreover, it has undergone a marked renaissance and rejuvenation. More young people and people of affluence have moved in. Scheduled to open in January 1970 is the Strong Place Day Care Center with cafeteria, kindergarten and head start program.

The Designation Report describes the Proposed Development Site as a walled garden space. In addition to the proposed curb cut for which the zoning authorization is sought, the project at the Proposed Development Site involves construction of a four-story single family home fronting on Henry Street and a two-story carriage house at the rear of the tax lot, along Kane Street. The proposed curb cut was subject to the review and approval of LPC. The Certificate of Appropriateness approved the proposed curb cut at the Proposed Development Site (*See Exhibit A*).

In its Certificate of Appropriateness, LPC states:

The Commission found that the curb cut is proposed in front of a modern carriage house, which is a location that historically had curb cuts; that the bluestone pavers at the sidewalk in front of the curb cut will be salvaged and reused at a different location of the sidewalk, thereby maintaining this historic sidewalk paving; that the proposed concrete in front of the curb cut will be tinted to blend in with the bluestone pavers; [...] and that the proposed work will not diminish the special historic and architectural character of the building or the Cobble Hill Historic District.

The Certificate of Appropriateness confirms that the curb cut at the Proposed Development Site is appropriate and will enhance the historic character of the Cobble Hill Historic District.

D. No-Action Condition

The No-Action scenario describes a future baseline condition, which would remain absent the approval sought herein, and against which the proposed project may be compared. The No-Action scenario would maintain the approved, complying curb cut condition on Kane Street at Block 323, Tax Lot 36. The proposed curb cut adjacent to the Proposed Development Site would not be built because one curb cut per zoning lot is the maximum permitted in the subject R6 zoning district. Thus, under the No-Action scenario, the Proposed Development Site would remain without a curb cut. The accessory structure in the eastern portion of the Proposed

Development Site, which is the proposed carriage house, would still be built, but would be used solely as a residence without a garage on the ground floor.

Absent the installation of the proposed curb cut, for which the authorization herein is sought, the Proposed Development Site would still be developed with the 4-story townhouse and accessory structure. While this would present physical changes at the Proposed Development Site, no adverse impacts on the architectural resources of the Cobble Hill Historic District are likely to occur, as confirmed in the Certificate of Appropriateness.

E. With-Action Condition

The With-Action scenario would maintain the curb cut on Block 323, Tax Lot 36 along Kane Street and add a second curb cut on Kane Street at the Proposed Development Site. The existing 10 foot curb cut on Tax Lot 36 would be separated from the proposed 8 foot curb cut at the Proposed Development Site by a distance of 6 feet. Thus, under the With-Action Scenario, there would be two curb cuts on the Project Area.

Upon approval of the requested authorization, the Applicant would construct the curb cut on Kane Street at the Proposed Development Site. The carriage house at the Proposed Development Site would be used as a one car garage with a residential unit on the second floor. The approved curb cut and carriage house on Kane Street at Tax Lot 36 would remain along with each of the 4-story row houses on Tax Lots 36, 37, and 38.

The proposed curb cut will be minimally visible from neighboring properties and will be invisible to the majority of properties in the Study Area. The curb cut will not screen publicly accessible views of any resources or substantially alter the physical setting of the Proposed Development Site or surrounding Study Area. No incompatible visual, audible, or atmospheric elements would be introduced by the proposed curb cut to any historic resource's setting. Thus, the With-Action condition will not substantially alter the physical, visual, or historical context of the Proposed Development Site or the distinguishing characteristics of the historic buildings in the surrounding Cobble Hill Historic District.

F. Conclusion

The proposed action to install a curb cut at the Proposed Development Site is limited in nature and is consistent with the character of the historical and cultural resources in the Surrounding Area. Confirming the project's consistency with the features of the Cobble Hill Historic District, LPC issued the Certificate of Appropriateness for the proposed curb cut. Overall, the proposed curb cut at the Proposed Development Site would not result in any significant adverse impacts to archaeological or architectural resources. Accordingly, no further consideration of potential impacts to such resources is warranted.

Exhibit A



THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
 1 CENTRE STREET 9TH FLOOR NORTH NEW YORK, NY 10007
 TEL: 212 669-7700 FAX: 212 669-7780



PERMIT

CERTIFICATE OF APPROPRIATENESS

ISSUE DATE: 09/11/13	EXPIRATION DATE: 07/16/2019	DOCKET #: 147946	COFA #: COFA.14-8316
ADDRESS 435 HENRY STREET HISTORIC DISTRICT COBBLE HILL		BOROUGH: BROOKLYN	BLOCK/LOT: 323 / 33

Display This Permit While Work Is In Progress

ISSUED TO:

**Andrea & Paul Compton
 53 Wyckoff Street
 Brooklyn, NY 11201**

Pursuant to Section 25-307 of the Administrative Code of the City of New York, the Landmarks Preservation Commission, at the Public Meeting of July 16, 2013, following the Public Hearing of July 9, 2013, voted to grant a Certificate of Appropriateness for the proposed work at the subject premises, as put forth in your application completed June 13, 2013, and as you were notified in Status Update Letter 14-6259, issued on July 16, 2013.

The proposal, as approved, consists of the installation of a curb cut in front of the carriage house on Kane Street; the removal and relocation of bluestone flags and the installation of a tinted concrete sidewalk in front of the curb cut; enlarging tree pits; and resetting the relocated and existing bluestone flags; as shown in photographs and drawings labeled 01 through 05, dated June 27, 2013, prepared by CWB Architects, submitted as components of the application and presented at the Public Hearing and Public Meeting.

In reviewing the proposal, the Commission noted that the Cobble Hill Historic District designation report describes 435 Henry Street, aka 158 Kane Street, as a walled garden space. The Commission further noted that Status Update Letter 13-4867 was issued August 7, 2012 approving a proposal to demolish a garden wall; construct a four-story rowhouse with a cellar and attic; construct a carriage house and garden wall along Kane Street and modify an existing metal fence.

With regard to this proposal, the Commission found that the curb cut is proposed in front of a modern carriage house, which is a location that historically had curb cuts; that the bluestone pavers at the sidewalk in front of the curb cut will be salvaged and reused at a different location of the sidewalk, thereby maintaining this historic sidewalk paving; that the proposed concrete in front of the curb cut will be tinted to blend in with the bluestone pavers; that the removal of bluestone to enlarge tree pits along the

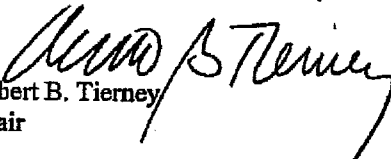
curb is consistent with Parks Department guidelines for street trees; that while street trees were not historically part of the streetscape they have become an important part of the residential character of the area; that only the required amount of bluestone will be removed to enlarge the tree pits and therefore, most of the existing bluestone will remain intact; that bluestone pieces that cannot be reset at the sidewalk will be reused within the arway and other locations of the building; that resetting existing sound bluestone pavers will return it to level condition and aid in the long term preservation of this historic material; and that proposed work will not diminish the special historic and architectural character of the building or the Cobble Hill Historic District. Based on these findings, the Commission determined the work to be appropriate to the building and to the Cobble Hill Historic District and voted to approve this application.

However, in voting to grant this approval, the Commission stipulated that two final signed and sealed Department of Buildings filing drawings showing the approved proposal be submitted to the Landmarks Preservation Commission for review and approval.

Subsequently, on September 9, 2013, the Landmarks Preservation Commission received final drawings BPP-001.00 through BPP-004, dated received September 9, 2013 and prepared by Dominick Richard Pilla, P.E. Accordingly, the staff of the Commission reviewed the drawings, and found that the proposal approved by the Commission has been maintained, and that the drawings additionally show the demolition of the adjacent existing concrete sidewalk and steel-faced concrete curb; and the installation of a tinted concrete sidewalk and steel-faced concrete curb to match the existing bluestone flags. With regards to the additional work, the Commission finds that that the concrete sidewalk to be removed is not a significant feature of the building or district; that the new concrete sidewalk, tinted dark blue grey to match the color of bluestone and scored to align with adjacent sidewalks, will be harmonious with the building and with bluestone and tinted concrete sidewalks elsewhere in the district; that the work will help maintain a consistent sidewalk treatment in the district; and that the work will strengthen the historic character of the building, street, and district. Based on these and the above findings, the drawings have been marked approved with a perforated seal, and Certificate of Appropriateness 14-8316 is being issued.

This permit is issued on the basis of the building and site conditions described in the application and disclosed during the review process. By accepting this permit, the applicant agrees to notify the Commission if the actual building or site conditions vary or if original or historic building fabric is discovered. The Commission reserves the right to amend or revoke this permit, upon written notice to the applicant, in the event that the actual building or site conditions are materially different from those described in the application or disclosed during the review process.

All approved drawings are marked approved by the Commission with a perforated seal indicating the date of approval. The work is limited to what is contained in the perforated documents. Other work or amendments to this filing must be reviewed and approved separately. The applicant is hereby put on notice that performing or maintaining any work not explicitly authorized by this permit may make the applicant liable for criminal and/or civil penalties, including imprisonment and fines. This letter constitutes the permit; a copy must be prominently displayed at the site while work is in progress. Please direct inquiries to Sandy Chung.


Robert B. Tierney
Chair

**PLEASE NOTE: PERFORATED DRAWINGS AND A COPY OF THIS PERMIT HAVE BEEN SENT TO:
Paula Sherr, CWB Architects**

cc: Caroline Kane Levy, Deputy Director of Preservation/LPC; Sarah Carroll,
Director of Preservation/LPC

Exhibit B



Department of Transportation

JANETTE SADIK-KHAN, Commissioner

October 17, 2013

Mr. Robert Nadramia III, P.E.
Senior Transportation Engineer
Sam Schwartz Engineering
611 Broadway
Suite 415
New York, NY 10012

Dear Mr. Nadramia:

We have reviewed the traffic study and plans dated October 9, 2013 (attached) in support of your request to place two 10 foot curb cuts on the north side of Kane Street between Henry Street and Strong Place in Brooklyn. These curb cuts will service two new single family homes being built on Kane Street. The curb cut closest to Henry Street will be placed 96'5" from the property line of Kane Street and Henry Street and the second curb cut will be 111'5" from the same property line.

We have determined that the placement of these curb cuts, as described above, will not result in significant traffic circulation or safety impacts.

If you should have any questions, please contact me at (212) 839-7719.

Sincerely,

A handwritten signature in black ink, appearing to read "Linda Stuurman".

Linda Stuurman
Director, Office of Traffic
Engineering & Safety

Attachment

cc: Ira Gluckman, P.E., Brooklyn Borough Commissioner, NYC Buildings Department
bcc: B/C J. Palmieri, A/C R. Russo, N. Rasheed, A.M. Doherty, J. Reda, J. Moore