ECF 80 Flatbush Avenue

Draft Environmental Impact Statement

Lead Agency:
New York City Educational Construction
Fund 30-30 Thomson Avenue, 1st Floor
Long Island City, NY 11101

February 2018

ECF 80 Flatbush Avenue
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
February 2018

CEQR/SEQR No.:	17ECF001K
ULURP Nos.:	I 180216 ZMK N 180217 ZRK I 180218 ZSK
Project Location:	Borough of Brooklyn Community District 2
Lead Agency:	New York City Educational Construction Fund
Lead Agency Contact:	Jennifer Maldonado, Executive Director New York City Educational Construction Fund Re: ECF 80 Flatbush Avenue 30-30 Thomson Avenue, 1st Floor Long Island City, NY 10111 KhalilGibran80Flatbush@schools.nyc.gov
Applicants:	New York City Educational Construction Fund 80 Flatbush Avenue, LLC
Prepared by:	AKRF, Inc.

The DEIS is available online at http://schools.nyc.gov/community/facilities/ecf.htm.

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A. IDENTIFICATION OF THE PROPOSED PROJECT

The co-applicants, the New York City Educational Construction Fund (ECF) and 80 Flatbush Avenue, LLC, are seeking a rezoning and other actions to allow the construction of a mixed-use development, which includes a larger replacement facility for an existing high school, a new lower school, and new residential, office, retail, and cultural community facility space (the "proposed project"). The proposed project would be located on Block 174, Lots 1, 9, 13, 18, 23, and 24 in Downtown Brooklyn (the "project site") (see **Figures S-1 and S-2**). The project site is located on the full block bounded by Schermerhorn Street to the north, Flatbush Avenue to the east, State Street to the south, and 3rd Avenue to the west. It is located in Brooklyn Community District (CD) 2.

The proposed project would result in the redevelopment of the site with a new 350-seat lower school, a 350-seat replacement facility for the Khalil Gibran International Academy, up to 922 dwelling units (DUs) (approximately 830,000 gross square feet [gsf]), including approximately 200 affordable DUs[1], approximately 245,000 gsf of office space, 50,000 gsf of retail space, and a 15,000-gsf cultural community facility. Based on the currently proposed design, two of the existing five Khalil Gibran International Academy school buildings currently on the project site would be retained and adaptively reused in the proposed development. The proposed project would be approximately 1,285,000 gsf.

The project site is currently under the control of the City of New York (Block 174, Lot 1) and 80 Flatbush Avenue, LLC, (Block 174, Lots 9, 13, 18, 23, and 24). The western portion of the project site (Lot 1) is currently occupied by the Khalil Gibran International Academy, which is operated by the New York City Department of Education (DOE). The remainder of the site is under private ownership and is currently a mix of residential and commercial property, as described further below.

The proposed project would require several City and state discretionary approvals (the "proposed actions"). The following discretionary zoning actions will be reviewed through the Uniform Land Use Review Procedure (ULURP): (i) zoning map changes to rezone the underlying C6-2 district to a C6-9 district with a floor area ratio (FAR) of 18 on the affected block within the Special Downtown Brooklyn District (SDBD); (ii) zoning text changes affecting the proposed C6-9 district in the SDBD; (iii) zoning text changes to designate the rezoned area as a Mandatory Inclusionary Housing Area (MIHA); (iv) zoning text changes to provide a special permit in C6-9 districts in the SDBD for a modification of tower lot coverage, height, setback, and ground-floor regulations, required parking and loading berths, and certain

[1] As part of the proposed project, approximately 20 percent of the residential floor area would be affordable to households earning an average of 60 percent of Area Median Income (AMI); however, to ensure a conservative analysis in the Environmental Impact Statement (EIS), the assessments of Indirect Residential Displacement in Chapter 3, "Socioeconomic Conditions," and Child Care in Chapter 4, "Community Facilities and Services," assume 184 affordable DUs and 225 affordable DUs, respectively.

ECF 80 FLATBUSH AVENUE

Project Location
Figure S-1

1/22/2018

Project Site

0 200 FEET

ECF 80 FLATBUSH AVENUE

Aerial
Figure S-2

MIH requirements for projects on zoning lots with sites owned by ECF; and (v) a special permit relating to regulations in (iv) above. Other discretionary actions will be the transfer, reallocation and lease of property among the developer, ECF, and the City to allow for the City schools in the new location, the proposed development, and ECF financing. Additionally, ECF would issue tax exempt bonds to facilitate construction of the schools.

The proposed project requires review under City Environmental Quality Review (CEQR) and the State Environmental Quality Review Act (SEQRA). CEQR and SEQRA provide a means for decision makers and other government agencies to consider environmental effects systematically, along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts. As a disclosure document, the Draft EIS (DEIS) will afford stakeholders and the community the opportunity to provide meaningful comments on the potential for significant adverse impacts. ECF is serving as lead agency for the environmental review. The New York City Department of City Planning (DCP) is an involved agency.

B. PROJECT DESCRIPTION AND PURPOSE AND NEED

PROJECT SITE

The project site is Block 174, Lots 1, 9, 13, 18, 23, and 24 in Downtown Brooklyn. As shown in **Figures S-1 and S-2**, the project site consists of the 61,399-sf block bounded by Schermerhorn Street to the north, Flatbush Avenue to the east, State Street to the south, and 3rd Avenue to the west. Approximately 29 percent (or 17,500 sf) of the project site is under the control of the City of New York. The remaining approximately 71 percent (or 43,899 sf) is controlled by 80 Flatbush Avenue, LLC.

The western, City-owned portion of the project site (Lot 1) is currently occupied by the Khalil Gibran International Academy. The Khalil Gibran International Academy is comprised of five connected buildings that were constructed at different times (School Buildings 1 through 5):

- School Building 1 is located at the northeast corner of 3rd Avenue and State Street;
- School Building 2 is located at 3rd Avenue and Schermerhorn Street (362 Schermerhorn Street);
- School Buildings 3 and 4 are located midblock on 3rd Avenue, between School Buildings 1 and 2; and
- School Building 5 is a townhouse located on State Street adjacent to School Building 2.

The remainder of the site currently contains approximately 83,000 gsf of commercial office space in two buildings, four non-rent-stabilized DUs, and a small amount of retail space in two buildings. All residential and commercial leases are set to expire on or before 2019.

(E) DESIGNATIONS ASSIGNED TO THE SITE

Portions of the project site were assigned an (E) Designation for hazardous materials and noise, as listed in Appendix C of the Zoning Resolution. The lots were mapped with E-124 in connection with the Downtown Brooklyn Rezoning (CEQR No. 03DME016K, ULURP No. 040171 ZMK), dated June 28, 2004.

With respect to hazardous materials, the (E) Designation applies to Block 174, Lots 9, 13, 18, 23, and 24. The (E) Designation requires that a Phase I of the site be submitted to the New York City Office of Environmental Remediation (OER) for review and approval, along with a soil and groundwater testing protocol. OER will make a determination regarding whether remediation is

necessary based on the results of the testing. If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and approval. The co-applicants must complete such remediation as determined necessary by OER, and provide documentation that the work has been satisfactorily completed. In addition, an OER-approved construction-related health and safety plan would be implemented during excavation and construction activities.

The (E) Designation for noise applies to Block 174, Lots 9, 13, 18, 23, and 24 and requires that future uses on the site must provide up to 40 A-weighted decibels (dBA) of window/wall attenuation to comply with CEQR requirements. In addition, mechanical equipment such as heating, ventilation, and air conditioning (HVAC), and elevator motors would utilize sufficient noise reduction devices to comply with applicable noise regulations and standards.

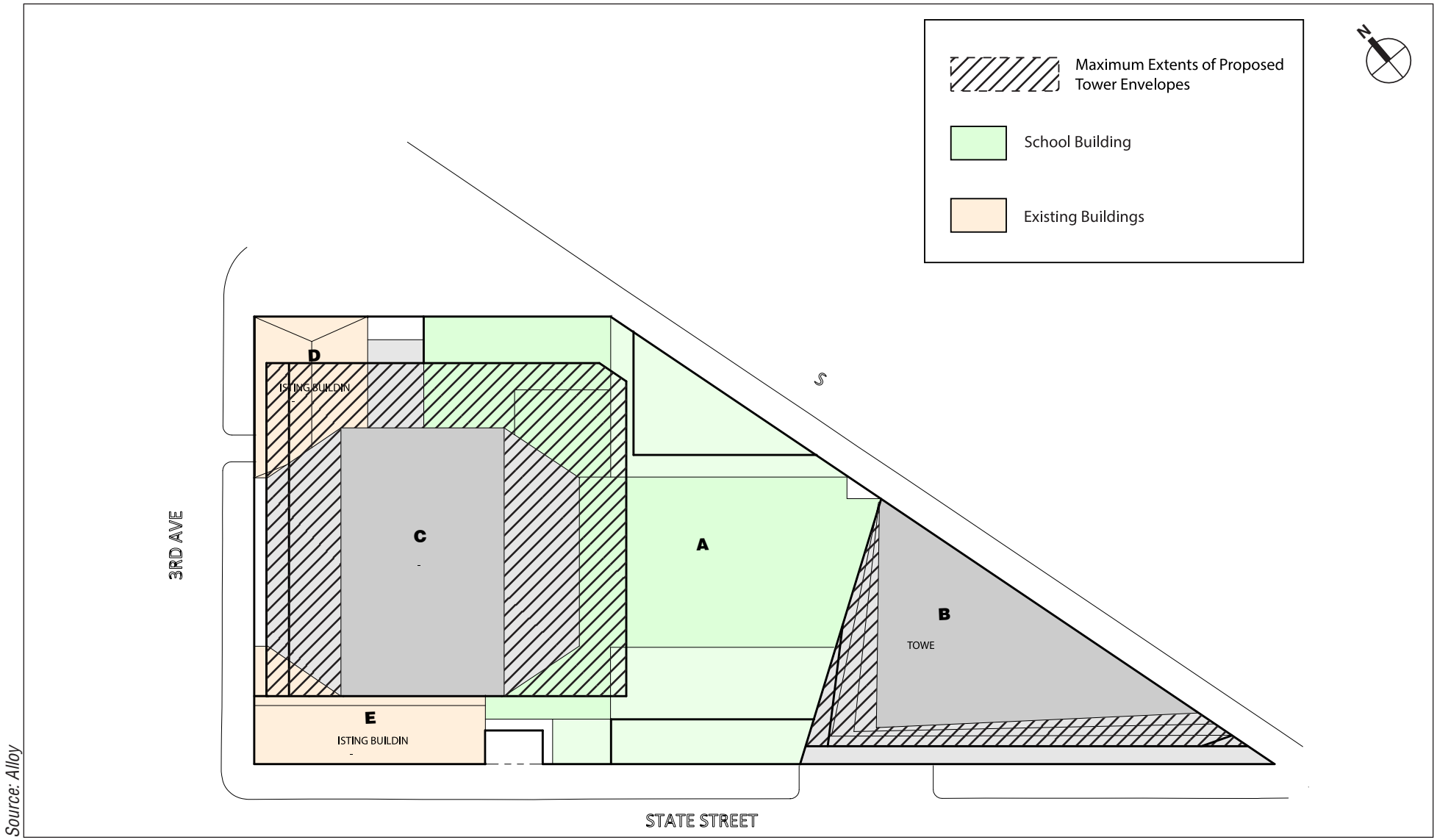
PROJECT DESCRIPTION

The proposed actions sought by the co-applicants would facilitate the development of the project site with three new buildings, including two mixed-use towers and new public school facilities (Buildings A, B, and C), and as currently designed, the adaptive reuse of two of the existing school buildings (Buildings D and E). Buildings D and E correspond to School Buildings 2 and 1, respectively. As currently designed, the existing structures at the corner of Schermerhorn Street and 3rd Avenue (Building D) and State Street and 3rd Avenue (Building E) would be retained and adaptively reused for cultural community facility and retail space, respectively. See **Figures S-3 and S-4**.

Figures S-5 through S-7 are illustrative renderings of the currently proposed design of the buildings (the "proposed buildings"). Development of the proposed project, however, would be governed by the use and density regulations of the SDBD and the proposed C6-9 zoning district, and the maximum building envelopes permitted by the bulk modifications provided under the special permit. The maximum zoning envelope for the proposed project is larger than the space that would be occupied by the proposed buildings. Building C would not be constructed until the new school facilities are completed and the existing high school has been relocated. The larger envelope is to provide design flexibility in order to facilitate development of the complex and mixed-use nature of the program and to encourage/stimulate Class A commercial tenancy through the ability to create larger floor plates. Because the maximum zoning envelope would encompass School Building 2/Building D and allow for its demolition, and could partially extend into the footprint of School Building 1/Building E (or cantilever over it), the potential effects associated with the maximum zoning envelope are considered in the EIS. The maximum zoning envelope is shown in **Figure S-8.**

In total, the proposed project would contain approximately1,285,000 gsf. Building A would house the replacement high school and a new lower school in a building with anticipated heights ranging from 50 feet to 130 feet located in the center of the project site, with frontage along State and Schermerhorn Streets and Flatbush Avenue. The building would feature retail space along Schermerhorn Street and Flatbush Avenue. Building B would be a wedge-shaped mixed-use tower located at State Street and Flatbush Avenue on the easternmost portion of the project site. The building's residential entrance would be on State Street and the lobby entrance to the commercial office space would be on Flatbush Avenue. The building would rise to an anticipated height of approximately 560 feet. Building C would be a mixed-use tower located on the western portion of the project site with an anticipated height of 986 feet. Residential access would be from 3rd Avenue and the lobby entrance to the office space would be from Schermerhorn Street. Proposed building heights are shown in **Figure S-8**. Axonometric drawings showing entrances along Flatbush and 3rd Avenues and Schermerhorn and State Streets are shown in **Figures S-9 and S-10**.

1.30.18

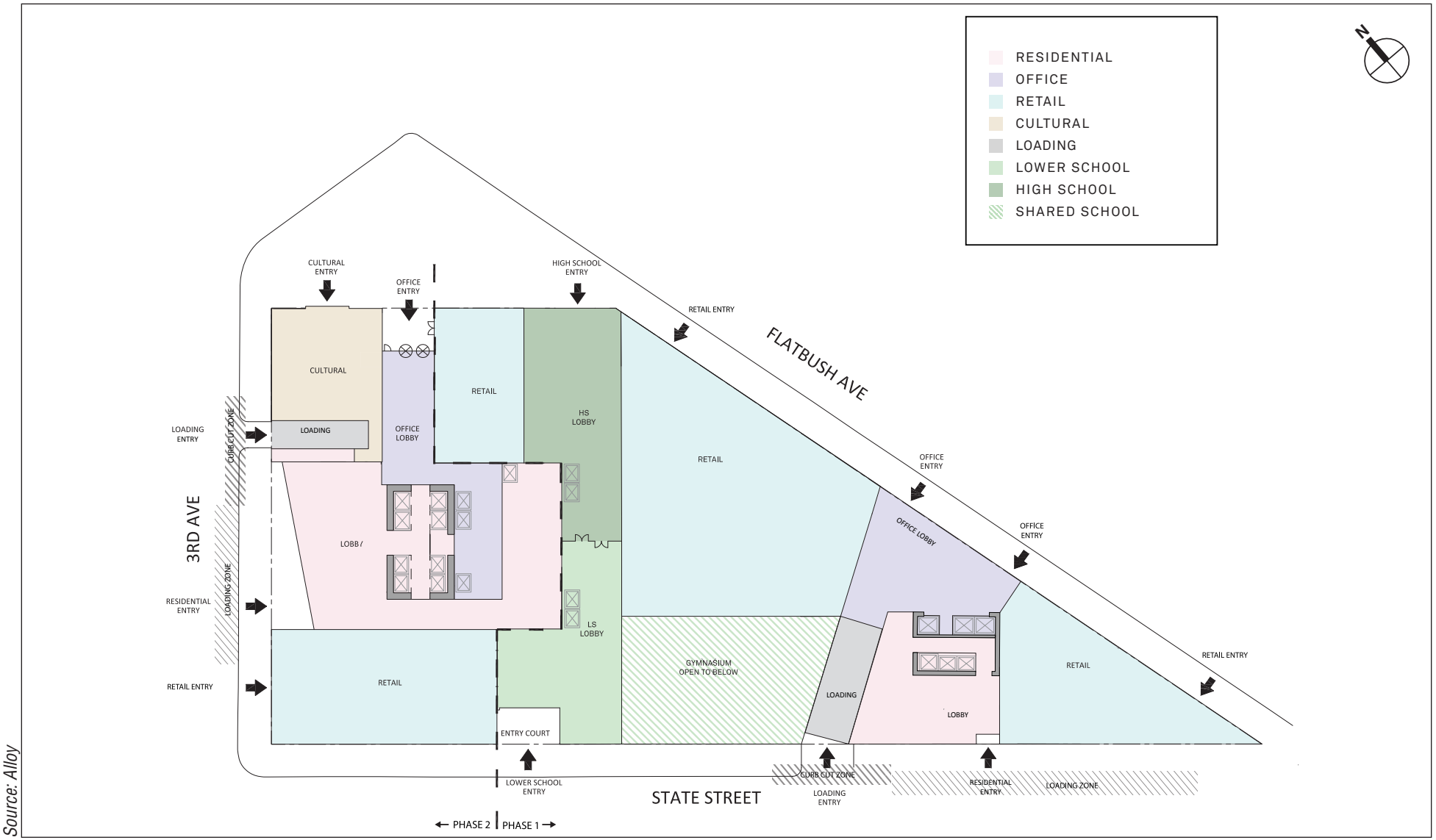


Source: Alloy

Proposed Project—Roof Plan

ECF 80 FLATBUSH AVENUE

Figure S-3



Source: Alloy

Proposed Project—Ground Floor Plan

Figure S-4

1.30.18

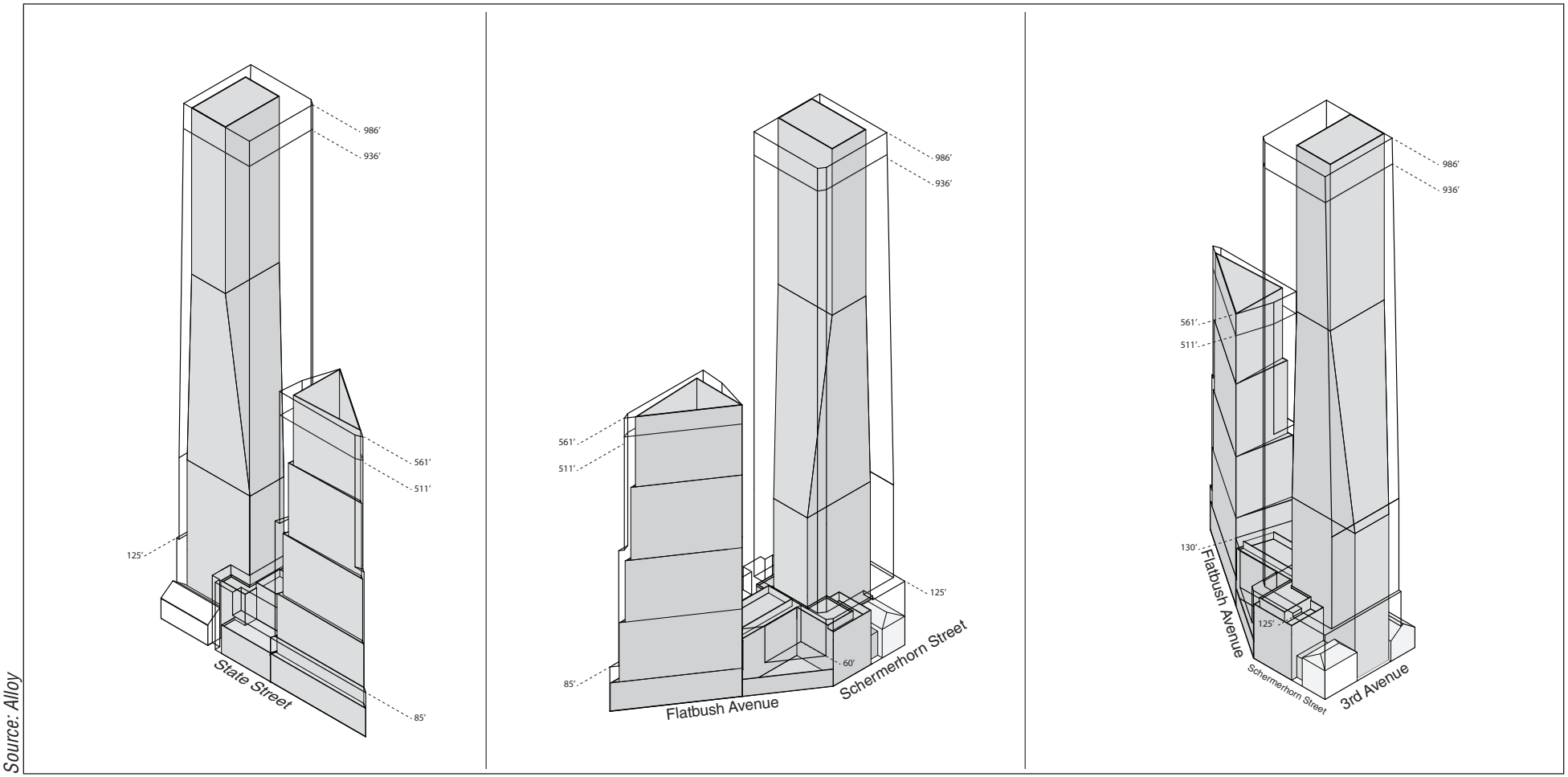
Illustrative Renderings of Proposed Project
Flatbush Avenue Facing Southeast

ECF 80 FLATBUSH AVENUE

Figure S-5

Illustrative Renderings of Proposed Project
Looking South from Flatbush and Lafayette Avenues

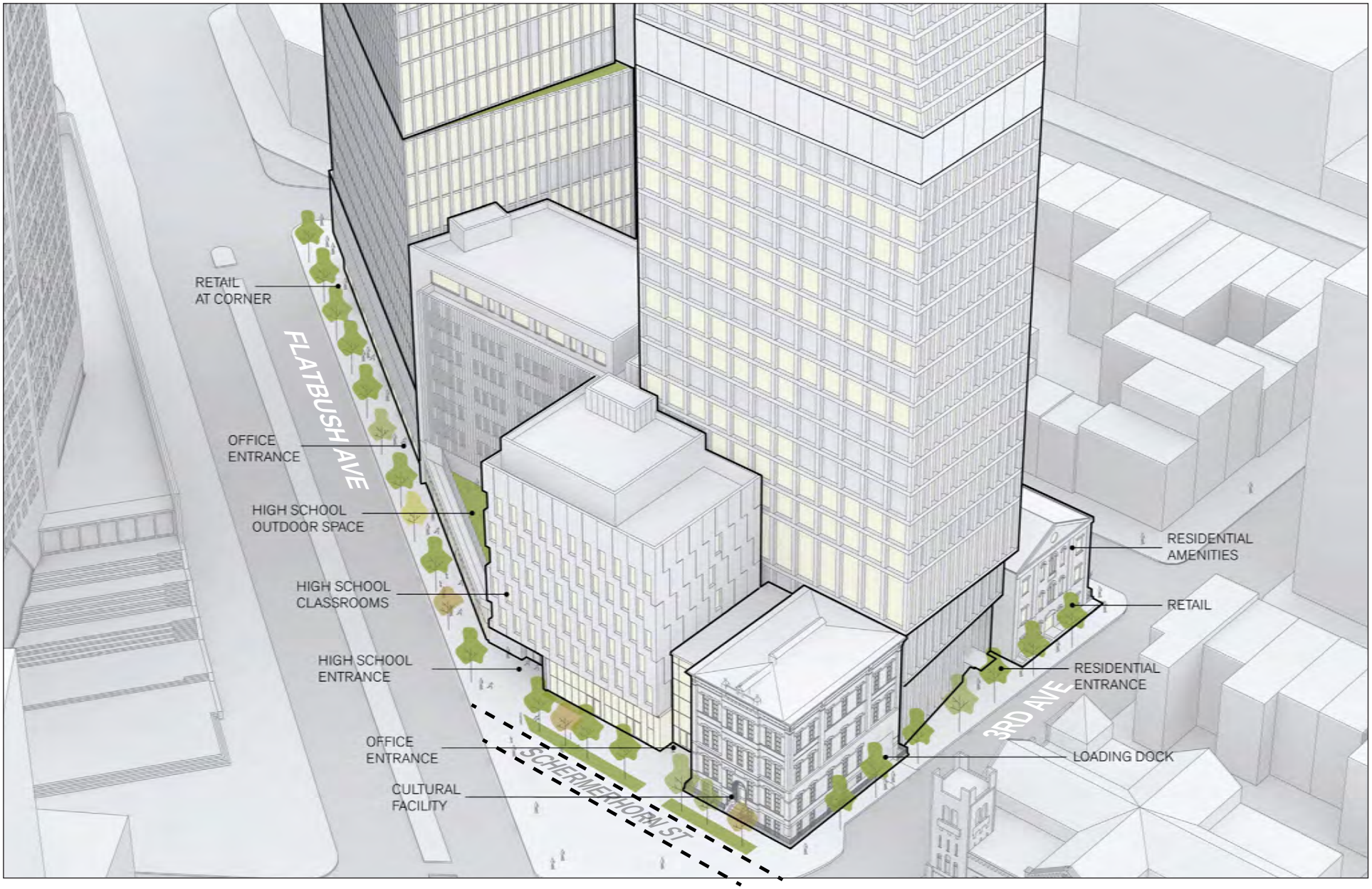
Illustrative Renderings of Proposed Project
State Street East of 3rd Avenue
Figure S-7



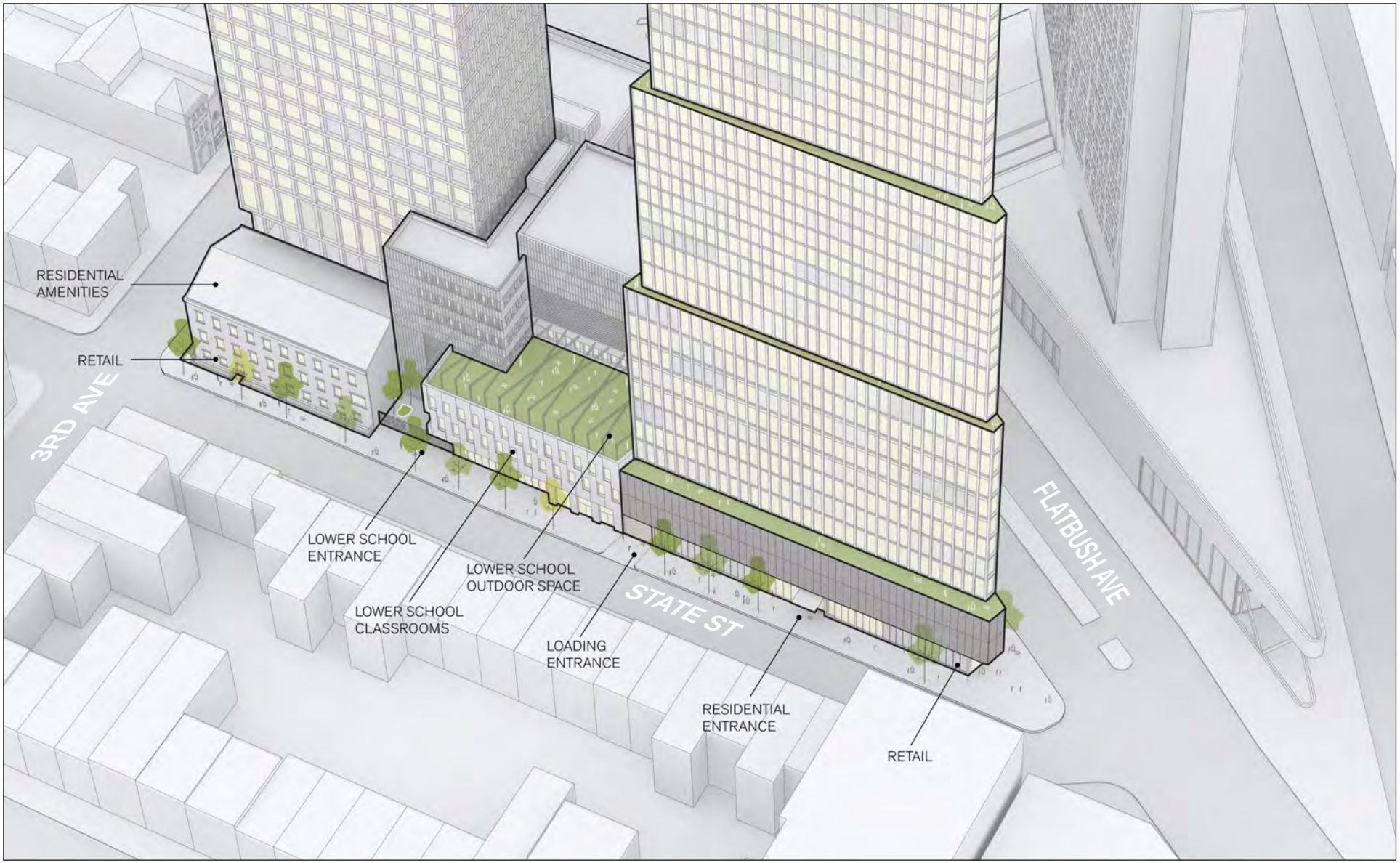
Source: Alloy

Maximum Zoning Envelope
and Proposed Building Heights

Figure S-8



Axonometric Drawing



Axonometric Drawing

Under the maximum zoning envelope, the larger floorplates generally required for Class A office space could be accommodated within Building C and Building C could be built to the street walls of Schermerhorn Street and 3rd Avenue with an envelope prescribed by the underlying zoning. Under the current design, Building D (School Building 2, the former school building located at the corner of Schermerhorn Street and 3rd Avenue), would be retained and adaptively reused as cultural community facility space. If Building D is not retained in the final design, cultural space would be included at this general location as part of the new Building C. The maximum zoning envelope would partially extend into the existing footprint of Building E, allowing for a partial demolition or cantilever of Building E. It would provide for the retention of most of Building E (School Building 1, the former original P.S. 15 building at 3rd Avenue and State Street), and its adaptive reuse with retail space.

The proposed project would be developed in stages, beginning with the construction of Building A at the center of the site, which would contain the replacement high school and new lower school, and Building B, a wedge-shaped mixed-use tower on the eastern portion of the project site. Construction of Buildings A and B on the central portion and eastern side of the site would take place while the existing Khalil Gibran International Academy school buildings remain operational on the western side of the project site. Immediately following the relocation of the high school, the second phase of construction would begin and include the development of Building C, as described above. The adaptive reuse of any retained portions of existing Buildings D and E (School Buildings 2 and 1, respectively) is proposed as part of the second phase of construction. Buildings A through E are shown in **Figure S-3**.

PROPOSED PROGRAM

The proposed project would include approximately 922 DUs, including approximately 200 affordable DUs, approximately 245,000 gsf of office space, approximately 145,000 gsf of public school use (350-seat high school and 350-seat lower school), approximately 50,000 gsf of retail space, and approximately 15,000 gsf for cultural community facility space. The proposed program is detailed in **Table S-1** below.

With the proposed actions, the project site would be developed to a maximum FAR of 18. The development agreement between ECF and 80 Flatbush Avenue, LLC, would include a number of development restrictions and obligations, discussed below.

Table S-1
Proposed Program

Use	Size
Public School	145,000 gsf
High School	350-seat
Lower School	350-seat
Use Group 2 (Residential)	830,000 gsf
Residential DUs	922 DUs[1]
Affordable DU Count	~200 DUs
Use Group 6 (Retail)	50,000 gsf
Office Space	245,000 gsf
Community Facility	15,000 gsf
Total	**1,285,000 gsf**

Notes:
[1] Assumes average DU size of 900 sf. 900 sf per DU was assumed as it is deemed a reasonable assumption based on real estate trends for this location and is comparable with other environmental studies in Downtown Brooklyn.

SITE ACCESS

The proposed project would be designed to integrate with an independent improvement project being undertaken by the New York City Department of Transportation (DOT) to close Schermerhorn Street to traffic between 3rd Avenue and Flatbush Avenue, allowing for an enhanced pedestrian experience. Entrances to retail and school components of Buildings A and C on Schermerhorn Street and Flatbush and 3rd Avenues were designed to set back from the sidewalk wherever possible to improve pedestrian circulation. Both the office and high school entrances would be along Flatbush Avenue and Schermerhorn Street. The main entrance to the lower school and student drop off/pick up location would be along State Street. Residential entrances would be located along 3rd Avenue and State Street. Entrances to the retail components would be along Flatbush Avenue and 3rd Avenue. Entries for loading areas would be located along State Street and 3rd Avenue. Please see **Figure S-4** for the ground-floor site plan.

SOLID WASTE DISPOSAL

As part of project planning, building design and operation would incorporate on-site trash storage to minimize placement of trash on the sidewalks. The proposed project would generate a net increase of approximately 19.7 tons of solid waste per week, and approximately 67 percent (or 13.3 tons) of the incremental solid waste generated would be handled by the City of New York Department of Sanitation (DSNY). Solid waste handled by DSNY would be containerized and either picked up curbside or at specified locations within project buildings. Curbside pickup would entail the loading of trash into 8-cubic yard containers, which would be wheeled out onto the street for pickup by DSNY rear-loader trucks. With sufficient on-site location and access, DSNY "roll-on, roll-off" service could also be provided. Under either option, trash would be placed within containers and kept off sidewalks thereby minimizing rodents, odors, and other related nuisances. Under the roll-on, roll-off option, refuse bags would be loaded into mechanized roll-on, roll-off containers located inside project buildings for pickup with further compaction. DSNY's roll-on, roll-off container-bearing trucks require special site considerations, such as minimum space requirements for container pads and 20-foot clearance. In addition, compactor containers are not allowed in designated loadings docks and must be located in supplemental loading areas.

As discussed above, loading areas would generally be located along State Street and 3rd Avenue. Project constraints associated with roll-on, roll-off service include the limited availability of space for compactor containers, the mix of land uses proposed within the same building(s), and the amount of required ground-floor lobby space, all of which may complicate the provision of roll-on, roll-off service. However, project designs are preliminary and refinements to the site plan, including details related to loading areas and truck access, are expected as the proposed project moves forward through the ULURP process. The co-applicants will coordinate the location of solid waste staging areas (and the location of compactor containers and truck access, as necessary), with the DSNY. The estimated 6.4 tons of commercial solid waste would be hauled away by private carters and handled in a similar manner.

DESIGN OF SCHOOL FACILITIES

The designs of the replacement high school and new lower school may be integrated to share some common areas. Both schools would have outdoor areas on the rooftops of their respective buildings. In addition to classrooms, the school facilities would also contain administrative spaces, a gymnasium, a gymnatorium, libraries, art and science rooms, a medical facility, cafeterias, and kitchen facilities. The proposed new schools together would employ

approximately 70 teachers, administrators, and support staff. The replacement facility for Khalil Gibran International Academy would be entered off of Schermerhorn Street, and the lower school facility would be entered off of State Street. Both schools would be designed to New York City School Construction Authority's (SCA) building standards. The lower school classrooms would occupy the lower portion of the building with an outdoor play space on the southern portion of the building's roof. The high school classrooms would occupy the upper portion of the building with an outdoor terrace space fronting Flatbush Avenue adjacent to the high school cafeteria.

The design and construction of the school facilities would comply with or exceed the energy efficiency standards of SCA's green building standards. The school facilities would be designed to reduce the use of both energy and potable water beyond that required by the current New York City building code.

PURPOSE AND NEED

In order to increase school capacity and improve school facilities, and to further the goals of the comprehensive development plan for Downtown Brooklyn, the City's affordable housing plan, and the Brooklyn Cultural District, ECF has proposed the project site as the location for a new mixed-use development. ECF is a public benefit corporation established in 1967 by the New York State Legislature to provide funds for combined occupancy structures, including school facilities in New York City. ECF serves as a financing and development vehicle for DOE, encouraging the development of existing school sites in order to provide new public schools as part of mixed-use projects in which the public component is financed by tax-exempt bonds. ECF uses ground rents, lease payments, and/or tax equivalency payments from the non-school portions of the new development to pay the debt service on the bonds issued to finance the public facilities. Future revenues from the non-school portions of the development are used to pay the debt service of the new school facility. ECF enhances the ability of DOE to construct new school facilities, thereby upgrading existing facilities and increasing the number of seats for the entire school system. At the same time, ECF encourages comprehensive neighborhood development by facilitating new mixed-use developments that feature new school facilities.

The existing Khalil Gibran International Academy consists of five connected buildings that date from the late 1800s, and the facilities are outmoded and technologically obsolete. The configuration of the connected buildings results in narrow hallways and constrained conditions. The school lacks an appropriate cafeteria; the seating area serves less than one-third of the student population per period and the kitchen is only set up for heating food. The school also has no gym or auditorium, causing any student assembly to be held in the library, which has a capacity of approximately 65 students (the current enrollment is 270). Although students have access to some open space in the courtyard, the space is limited in size. The school lacks an adequate number of restrooms, including some floors with none. The electrical, ventilation, and acoustical systems are inadequate to serve the needs of the buildings. In addition, the facility is not Americans with Disabilities Act (ADA)-accessible. Overall, Khalil Gibran International Academy has a cramped learning environment and lacks the appropriate facilities for high school achievement as well as available space for growth. The proposed actions would result in the replacement of the existing Khalil Gibran International Academy with a new state-of-the-art facility. These improvements will help achieve a better learning environment by providing modern educational facilities.

Construction of the proposed project also would include a new 350-seat lower school, which would provide additional public school capacity at the lower school level in Community School

District (CSD) 15. According to recent DOE data on school capacity, enrollment, and utilization for the 2016–2017 school years, elementary schools in Subdistrict 3 of CSD 15, which includes the project site, are operating at 166 percent utilization.

In response to the need for a replacement facility for Khalil Gibran International Academy and additional capacity in CSD 15 and given that the area is heavily supported by many transit options, ECF identified the project site as a location with the potential to attract a new mixed-use development, allowing new school facilities to be constructed without the use of DOE capital funding. In 2016, ECF released a Request for Expressions of Interest (RFEI) and selected Alloy Development to redevelop the site, after consideration of competitive bidders.

A comprehensive development plan to facilitate the continued growth of Downtown Brooklyn was adopted in 2004 to encourage commercial development through a series of zoning map and zoning text changes; however, the area was developed predominantly with residential development. In an effort to realize the goals set forth in the Downtown Brooklyn rezoning plan, the proposed development would incorporate commercial space. Thus, the proposed project would strengthen New York City's economic base by providing new, modern office space in New York City's third-largest central business district. The development would attract new businesses and help retain existing businesses, as well as help achieve New York City's goal of meeting the demand citywide for 60 million sf of office space expected during the next decade. In addition, the proposed project would provide new employment opportunities, and create new retail opportunities to meet the needs of local workers, residents, and visitors.

The project site is located adjacent to the Brooklyn Cultural District, and the proposed project would support and enhance the district's goals by encouraging both economic and cultural development. The proposed project would introduce a dynamic new mixed-use development, including cultural community space, which would enliven the block and bring amenities to local residents, artists, and visitors in the district. The proposed actions would also facilitate the productive use of the project site by creating a new residential development with up to 922 DUs, including approximately 200 affordable DUs. This affordable housing would advance a citywide initiative to build and preserve 300,000 affordable DUs by 2026 in order to support low- to middle-income New Yorkers.

C. DISCRETIONARY AND OTHER APPROVALS

The co-applicants, 80 Flatbush Avenue, LLC, and ECF, are seeking several City and state discretionary approvals.

The following discretionary zoning actions will be reviewed through ULURP: (i) zoning map changes to rezone the underlying C6-2 district to a C6-9 district with an FAR of 18 on the affected block within the SDBD; (ii) zoning text changes affecting the proposed C6-9 district in the SDBD; (iii) zoning text changes to designate the rezoned area as a MIHA; (iv) zoning text changes to provide a special permit in C6-9 districts in the SDBD for a modification of tower lot coverage, height, setback, and ground-floor regulations, required parking and loading berths, and certain MIH requirements for projects on zoning lots with sites owned by ECF; and (v) a special permit relating to regulations in (iv) above. Other discretionary actions will be the transfer, reallocation, and lease of property among the developer, ECF, and the City to allow for the City schools in the new location, the proposed development, and ECF financing. Additionally, ECF would issue tax exempt bonds to facilitate construction of the schools.

D. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

The EIS analyses will be undertaken pursuant to SEQRA, consistent with ECF practices. The 2014 *CEQR Technical Manual* will generally serve as a guide with respect to environmental analysis methodologies and impact criteria for evaluating the effects of the proposed project. The following technical areas of analyses would not be affected by the proposed actions and are not included for detailed assessment in the DEIS: natural resources and solid waste and sanitation services. In disclosing impacts, the EIS considers the proposed project's potential adverse impacts on the environmental setting. It is anticipated that the proposed project would be operational in 2025. Consequently, the environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives first assess existing conditions and then forecast these conditions to 2025—the future without the proposed actions (the "No Action" condition—for the purposes of determining potential impacts in the probable impacts of the proposed actions—the future with the proposed actions (the "With Action" condition).

FUTURE WITHOUT THE PROPOSED ACTIONS

For the purposes of the EIS, it is assumed that in the No Action condition, the non-City-owned portion of the project site would be developed with an as-of-right mixed-use building (400 feet in height, including bulkhead) that complies with the current zoning regulations, and the Khalil Gibran International Academy would remain in its existing facility. The development under the No Action condition would contain approximately 252,590 gsf of market-rate residential space (approximately 281 DUs), approximately 53,185 gsf of retail space, approximately 2,108 gsf of community facility space, and approximately 20,000 gsf of parking (approximately 130 accessory spaces), as well as the existing public school (approximately 43,750 gsf). The No Action condition would comprise a total of approximately 371,633 gsf with a maximum permitted FAR of 6.5. In addition, approximately 6,379 sf of passive open space would be provided at the easternmost portion of the project site at Flatbush Avenue and State Street. For each technical analysis in the EIS, the No Action condition also will incorporate approved or planned development projects within the appropriate study area that are likely to be completed by the analysis year.

FUTURE WITH THE PROPOSED ACTIONS

For each of the technical areas of analysis identified in the *CEQR Technical Manual,* the With Action condition will be compared to the No Action condition (see **Table S-2**).

Table S-2
Comparison of No Action and With Action Conditions

Use	No Action condition	With Action condition	Increment
Residential	252,590 gsf	830,000 gsf	+577,410 gsf
DUs[1]	281 DUs	922 DUs	+641 DUs
Affordable DU count	0 DUs	~200 DUs	~200 DUs
Office	0 gsf	245,000 gsf	245,000 gsf
Public school	43,750 gsf (1 public high school)	145,000 gsf (1 public lower school, 1 public high school)	+101,250 gsf (1 public lower school)
Primary school students	0	350	350
High school students	312	350	38
Staff	17	70	53
Retail	53,185 gsf	50,000 gsf	-3,185 gsf
Community facility	2,108 gsf	15,000 gsf	+12,892 gsf
Accessory parking	0 *surface* 130 *enclosed*	0 *surface* 0 *enclosed*	0 *surface* -130 *enclosed*

Notes:
[1] Assumes average unit size of 900 sf. 900 sf per unit was assumed as it is deemed a reasonable assumption based on real estate trends for this location and is comparable with other environmental studies in Downtown Brooklyn.
Assumes 1 staff for every 10 students.

ENVIRONMENTAL REVIEW PROCESS

ECF's first charge as lead agency is to determine whether the proposed project might have a significant adverse impact on the environment. To make this determination, an environmental assessment form (EAF) was prepared. Based on its review of the EAF, ECF has determined that the proposed actions and proposed project have the potential to result in significant environmental impacts and, therefore, pursuant to SEQRA procedures, ECF issued a Positive Declaration on May 24, 2017, requiring that an EIS be prepared in conformance with all applicable laws and regulations, including the SEQRA, New York City's Executive Order No. 91, CEQR regulations (August 24, 1977), and the guidelines of the *CEQR Technical Manual*.

The EAF and Draft Scope of Work for the EIS were made available to the general public, public agencies, and other interested groups, and a public scoping meeting was held on June 28, 2017 at 5:30 PM at the DOE Board of Education offices at 131 Livingston Street, Brooklyn, New York 11201. Written comments on the Draft Scope of Work were accepted until 5:00 PM on July 28, 2017, and all oral comments received at the meeting as well as submitted written comments were considered by the lead agency and summarized in the Final Scope of Work, dated February 7, 2018.

Once ECF has determined that the DEIS is complete, a Notice of Completion will be prepared and distributed/published in accordance with applicable regulations. The DEIS will then be subject to public review, in accordance with CEQR and SEQRA procedures, with a public hearing and a period for public comment. A ULURP application for the proposed actions has been prepared and submitted to DCP. A public hearing will be held on the DEIS in conjunction with the City Planning Commission hearing on the ULURP application to afford all interested parties the opportunity to submit oral and written comments. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those comments. The FEIS will then be used by the decision makers to evaluate SEQRA findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications.

E. PROBABLE IMPACTS OF THE PROPOSED ACTIONS

LAND USE, ZONING, AND PUBLIC POLICY

The proposed actions would not have a significant adverse impact on land use, zoning, or public policy. The proposed project would not adversely affect surrounding land uses, nor would the proposed project generate land uses that would be incompatible with land uses, zoning, or public policy in the 400-foot study area.

The proposed actions would facilitate the development of new educational facilities, including a replacement high school and a new lower school on the project site to provide needed public school capacity. In addition, the proposed project would introduce a total of approximately 922 DUs, including approximately 200 affordable DUs, approximately 245,000 gsf of office space, approximately 50,000 gsf of retail space, and approximately 15,000 gsf for a cultural community facility. The proposed actions would result in the replacement of the existing Khalil Gibran International Academy with a new state-of-the-art facility. These improvements would help achieve a better learning environment by providing modern educational facilities. Construction of the proposed project also would include a new 350-seat lower school, which would provide additional public school capacity at the lower school level.

The improved school facilities and increase in public school capacity would support and strengthen the residential character of the surrounding neighborhoods. The proposed residential and commercial space would be consistent with existing and planned developments in Downtown Brooklyn, and would directly support several major City policies aimed at increasing the supply of affordable housing and the amount of new office space in New York City. The proposed actions focus development in an area well-served by mass transit and would facilitate mixed-use development that supports the growing cultural presence in Downtown Brooklyn and enhances the pedestrian realm with active ground-floor spaces that promote pedestrian safety.

The proposed zoning of the project site would be consistent with the high density C6 zoning districts found elsewhere within the SDBD, and would reflect the trend of higher density in the study area. The proposed actions would facilitate the proposed project's integrated design elements, and allow for the provision of public amenities and affordable housing to the area. In addition, as currently designed, the proposed project would support the preservation and adaptive reuse of historic structures on the project site. The proposed project would be consistent with the planning and urban design objectives of the SDBD and would not adversely affect zoning in the surrounding area.

SOCIOECONOMIC CONDITIONS

The proposed actions would not result in significant adverse impacts related to socioeconomic conditions. Screening-level assessments were conducted for direct residential and business displacement, and preliminary assessments were conducted for indirect residential and business displacement, as well as adverse effects on specific industries. As summarized below, no significant adverse impacts would result.

DIRECT RESIDENTIAL DISPLACEMENT

A screening-level assessment finds that the proposed project would not result in significant adverse socioeconomic impacts due to direct residential displacement. The four DUs on the project site would be directly displaced in the No Action condition. These four DUs are therefore not considered displaced in the With Action condition. The four DUs are not rent

controlled or rent stabilized and have leases that expire in 2018. For the purposes of the CEQR analysis, displacement that could be expected to occur absent the proposed project is not attributed to the proposed project. Therefore, the proposed project would not directly displace any residents. No further assessment of direct residential displacement is warranted.

DIRECT BUSINESS DISPLACEMENT

A screening-level assessment finds that the proposed project would not result in significant adverse impacts due to direct business displacement. There are five businesses on the project site: CKO Kickboxing of Park Slope; New York City Human Resources Administration Office; Jalapa Jar; Recess Assembly; and Gem Pawnbrokers Corporation. In aggregate, the five businesses employ an estimated 369 workers. All tenants have leases (or license agreements) that expire on or before 2019. New York City Human Resources Administration has identified a new site in Bushwick, Brooklyn and intends to relocate in 2018. The existing five firms on the project site and associated employment would be displaced in the No Action condition, as a result of the as-of-right development projected to occur on the project site. The businesses and employment that would be displaced in the No Action condition are not considered displaced in the With Action condition. Therefore, the proposed project would not directly displace any businesses or employees. No further assessment of direct business displacement is warranted.

INDIRECT RESIDENTIAL DISPLACEMENT

A preliminary assessment finds that the proposed project would not result in significant adverse impacts due to indirect residential displacement. The concern under CEQR is whether a proposed project could lead to changes in local market conditions that could, in turn, lead to increases in residential property values and rents within the study area, making it difficult for some residents to remain in the area. While the proposed project would add new population which could have a higher average household income than the average household income in the study area, the proposed project would not introduce or accelerate the existing trend of changing socioeconomic conditions. There is already a readily observable trend toward higher incomes, new market-rate residential development, and increasing rents in the study area. The proposed project would include approximately 200 DUs that would be permanently affordable to low-income households in an area where otherwise they would not be able to afford current rents.

Based on *CEQR Technical Manual* guidelines, a vulnerable population is defined as renters living in privately held units unprotected by rent control, rent stabilization, or other government regulations restricting rents, and whose incomes or poverty status indicate that they may not support substantial rent increases. In the case of the proposed project, a vast majority of study area residents are not vulnerable to displacement as defined under CEQR because they live in housing not vulnerable to rent pressures, or their incomes can support substantial rent increases. Approximately 26 percent of study area residents live in owner-occupied housing, and would not be subject to rent pressures. Of the remaining 74 percent of study area residents, depending on the number of deregulated units in the study area, between 22 and 43 percent of renters are protected by rent control, rent stabilization, or other government regulations that protect rents from market influences generated by changes in market conditions. Notable examples include 1,139 households living in the Gowanus Houses, part of New York City Housing Authority (NYCHA) public housing, as well as 218 households living in Brooklyn Academy of Music (BAM) North (590-600 Fulton Street) and 288 households living at 155 Dean Street. Of the 68 to 84 percent of households living in unprotected-market rate DUs, based on almost two decades of raising household incomes and market-rate rents in the study area, a vast majority of those

households are not defined as vulnerable to displacement because their income could support substantial rent increases.

INDIRECT BUSINESS DISPLACEMENT

A preliminary assessment finds that the proposed project would not result in significant adverse impacts due to indirect business displacement. The concern under CEQR is whether a proposed project could lead to changes in local market conditions that could, in turn, lead to increases in commercial property values and rents within the study area, making it difficult for some categories of businesses to remain in the area. Another concern under CEQR is whether a proposed project could lead to displacement of a use type that directly supports businesses in the study area or brings people to the area that forms a customer base for local businesses.

The study area has well-established residential, retail, and office uses and markets such that the proposed project would not add a new economic activity or add to a concentration of a particular sector of the local economy enough to significantly alter or accelerate existing economic patterns. The proposed project would not directly displace uses that provide substantial direct support for businesses in the area (such as ambulance services for hospitals) or that bring people into the area that form a substantial portion of the customer base for local businesses. The proposed project would strengthen New York City's economic base by providing new, modern office space in the City's third-largest central business district. The development would attract new businesses and help retain existing businesses, as well as help achieve the City's goal of meeting the demand citywide for 60 million sf of office space expected during the next decade. In addition, the proposed project would generate new employment opportunities, and create new retail opportunities to meet the needs of local workers, residents, and visitors. The proposed project would not introduce enough of a new economic activity to adversely affect business conditions in the study area.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

A preliminary assessment finds that the proposed project would not result in significant adverse impacts due to adverse effects on specific industries. An analysis is warranted under *CEQR Technical Manual* methodology if a substantial number of residents or workers depend on the goods or services provided by the affected businesses, or if a proposed project would result in the loss or substantial diminishment of a particularly important product or service within the industry. The proposed project would not significantly affect the business conditions in any industry or any category of business within or outside the study area. The proposed project would not result in significant indirect business displacement, and therefore would not indirectly substantially reduce employment or have an impact on the economic viability in any specific industry or category of business.

COMMUNITY FACILITIES AND SERVICES

The proposed actions would not result in significant adverse impacts related to community facilities. Based on a preliminary screening analysis, the proposed project would not exceed the thresholds for analysis of libraries, police and fire protection services, health care facilities, or public high schools. Therefore, no significant adverse impacts on these facilities would occur. The preliminary screening analysis identified the need to prepare a detailed analysis of public (elementary and intermediate) schools and child care facilities. As described below, the detailed analysis concluded that the proposed project would not result in significant adverse impacts on public schools or child care facilities.

POTENTIAL INDIRECT EFFECTS ON PUBLIC SCHOOLS

In the With Action condition, elementary school utilization in the study area would remain above 100 percent; however, the utilization rate of elementary schools would decline by approximately 8 percent as compared to the No Action condition. The utilization rate would be lower in the With Action condition as compared to the No Action condition due to the proposed project's creation of a new 350-seat primary school on-site. The primary school would not be developed in the No Action condition. Intermediate schools in the subdistrict would continue to operate with a surplus of seats in the With Action condition (89.8 percent utilization); however, the utilization rate of intermediate schools would increase by approximately 2.5 percentage points.

POTENTIAL INDIRECT EFFECTS ON CHILD CARE FACILITIES

With the proposed project, utilization of child care facilities in the study area would increase to 110.3 percent, operating over capacity with a deficit of 112 slots. Although the overall utilization would increase to 110.3 percent, the increase in utilization rate attributable to the proposed project would be less than 5 percentage points (3.7 percentage points). Therefore, the proposed project would not meet the impact thresholds, and thus would not result in a significant adverse impact on child care facilities.

OPEN SPACE

The proposed actions would not result in significant adverse open space impacts. As described in the *CEQR Technical Manual*, open space can be indirectly affected by a proposed action if the project would add enough population, either residential or non-residential, to noticeably diminish the capacity of open space in the area to serve the future population. A detailed analysis was provided that considered the indirect effects of the population generated by the proposed action on open space resources. The analysis finds that the proposed actions would not result in significant adverse impacts on open space due to reduced total, active, and passive open space ratios.

An analysis of potential direct effects on open space was also prepared. Although incremental shadows from the proposed project could impact certain open spaces, potentially reducing their utility and potentially affecting the health of plantings and vegetation, the open spaces would continue to be available for use by residents and workers. Therefore, the shadow impacts would not constitute a direct significant adverse open space impact. No other direct open space effects would result from the proposed actions.

DIRECT EFFECTS

According to the *CEQR Technical Manual*, a proposed action may result in a significant adverse direct impact on open space resources if there would be direct displacement/alteration of existing open space within the study area that would have a significant adverse effect on existing users, or an imposition of noise, air pollutant emissions, odors, or shadows on public open space that may alter its usability. The proposed actions would not result in any direct air quality or noise effects to area open spaces.

As discussed in Chapter 6, "Shadows," the proposed actions would result in significant adverse impacts related to shadows on three open space resources: the Rockwell Place Bears Community Garden, the Brooklyn Academy of Music (BAM) South Plaza at 300 Ashland Place, and Temple Square. The analysis concludes that given the duration and extent of incremental shadow, the use and character of the Rockwell Place Bears Community Garden and the BAM South Plaza could be altered and the health of trees, flowers, and other plantings could be affected by new project-generated shadows. Although incremental shadows could potentially reduce the utility of

the open spaces and potentially affect the health of plantings and vegetation within the open spaces, other open spaces with similar uses would continue to be available to residents and workers; therefore, given the relative size of this open space resource, the shadow impact would not constitute a direct significant adverse open space impact.

Substantial portions of Temple Square, a small triangular plaza that sits north-adjacent to the project site, would be partially or completely in project-generated shadow for long durations. While the paved plaza contains trees, it is primarily used as pedestrian circulation space. Future improvements may include limited seating and plantings; however, the nature and location of any future plantings are unknown at this time. The project-generated shadow could potentially threaten the survival of existing vegetation in Temple Square and would potentially result in a significant adverse shadow impact. Because other nearby plazas and open space resources with plantings and trees would continue to be available to the public, and given the relative size of this open space resource, the shadow impact would not constitute a direct significant adverse open space impact.

Measures to minimize and/or mitigate the shadow impacts are discussed in Chapter 19, "Mitigation." The proposed project is expected to provide private open space and/or recreational amenity space for residents and users of the commercial space, and although not accounted for in the quantitative analysis, this could offset some project-generated demand for area open spaces. In addition, several other existing and planned plazas, gardens, and parks with passive open space features are located within the study area and would continue to provide passive open space amenities for residents and workers.

In the No Action condition, approximately 6,379 sf of privately owned open space would be provided at the southeast corner of the project site. The open space would be provided in connection with the as-of-right development expected in the No Action condition. Because the on-site open space is not an existing open space and would only be provided absent the proposed project, its elimination would not be considered a direct effect of the proposed project. However, the decrease in the capacity it provides to area open space users is considered in the quantitative assessment of open space adequacy below.

INDIRECT EFFECTS

According to the *CEQR Technical Manual*, a proposed action may result in a significant indirect impact on open space resources if it would reduce the open space ratio and consequently result in the overburdening of existing facilities or further exacerbating a deficiency in open space.

As the proposed actions would introduce a net increase of an estimated 1,288 new residents and 1,059 new workers over the No Action condition, an open space analysis was conducted for a non-residential (¼-mile) study area and residential (½-mile) study area. The quantitative assessment finds that the proposed actions would increase the residential and worker populations in their respective study areas and place additional demand on open space resources; however, the increased demand would not result in significant adverse impacts.

SHADOWS

The proposed actions would result in significant adverse impacts related to shadows.

On the March 21/September 21, May 6/August 6, and June 21 analysis days, substantial portions of the BAM South Plaza at 300 Ashland Place would receive less than 4 hours of direct sunlight. Given the long duration and at times large extent of incremental shadow, the use and character of the open space could be altered and the health of trees and plants could be significantly

affected by new project-generated shadows. On the March 21/September 21, May 6/August 6, and June 21 analysis days, portions of the Rockwell Place Bears Community Garden located at the intersection of Rockwell Place and Lafayette and Flatbush Avenues would receive less than 6 hours of direct sunlight. Given the variety of plants and flowers in the garden, it is possible that some species require full sunlight, i.e. 6 hours of direct sunlight or more, and a reduction to less than 6 hours could significantly impact the health of these species.

On the March 21/September 21 and May 6/August 6 analysis days, substantial portions of Temple Square, a small triangular plaza that sits north-adjacent to the project site, would be partially or completely in project-generated shadow for long durations, from 3 hours 10 minutes to 5 hours 40 minutes depending on the season. The paved plaza contains trees and is primarily used as pedestrian circulation space. Temple Square would receive less than 4 hours of direct sunlight on the March 21 and September 21 analysis day and a small portion of the plaza would receive less than 4 hours of direct sunlight on the May 6 and August 6 analysis day. The project-generated shadow would threaten the survival of the existing trees, which would result in significant adverse shadow impacts to the vegetation contained in Temple Square.

Other nearby sunlight-sensitive resources would receive new project-generated shadows but in no other case would they significantly alter the use or character of the resource or threaten the health of vegetation within the resource. No other sunlight-sensitive resources would experience significant adverse shadow impacts as a result of the proposed actions.

HISTORIC AND CULTURAL RESOURCES

The proposed actions would result in significant adverse impacts associated with the demolition of historic buildings on the project site.

The existing Khalil Gibran International Academy—which has been determined by the New York City Landmarks Preservation Commission (LPC) to be eligible for New York City Landmark (NYCL) designation (but is not a NYCL or pending NYCL designation) as well as eligible for listing on the State and/or National Registers of Historic Places (S/NR)—is a complex of five connected buildings constructed at different times. The proposed project would entail the demolition of three of the five historic school buildings. Furthermore, the maximum zoning envelope would encompass the site of Building D and could partially extend into the existing footprint of Building E (or cantilever over it) and, depending on the final design needs of Building C, would allow for demolition of Building D. The demolition of the historic buildings on the project site with the proposed project as well as under the maximum zoning envelope would result in significant adverse impacts to historic resources.

URBAN DESIGN AND VISUAL RESOURCES

The proposed actions would not result in any significant adverse impacts to urban design or visual resources in the primary or secondary study areas.

The proposed actions would result in the development of the project site with three new buildings, including two mixed-use towers and new public school facilities (Buildings A, B, and C), and as currently designed, the adaptive reuse of two of the existing school buildings (School Building 2/Building D and School Building 1/Building E). The proposed project would generate new activity, redevelop an underutilized site, and support the development of Downtown Brooklyn as a commercial and cultural hub. The new educational facilities would support the residential growth that has occurred in Downtown Brooklyn and surrounding neighborhoods and the retail space would provide an amenity for residents.

The maximum zoning envelope would encompass the site of historic School Building 2/Building D and allow for its demolition, and could partially extend into the existing footprint of historic School Building 1/Building E (or cantilever over it); however, if a new building is constructed to the maximum zoning envelope, a portion of School Building 1/Building E could be retained and adaptively reused since development allowed under the maximum zoning envelope could cantilever above or extend into the existing volume of this historic structure. Although the proposed actions would allow for new mixed-use buildings constructed to greater heights and densities than currently permitted as-of-right, the proposed project's towers would be compatible with the heights of existing and planned buildings in the primary and secondary study areas, compared to the No Action condition. Building C would be taller than any other building in the primary and secondary study areas; however, there are other tower developments within these areas, in close proximity to low-scale structures, and Building C would be shorter than the planned 1,071-foot-tall tower at 9 DeKalb Avenue, which similarly will be constructed immediately adjacent to a low-scale historic resource (the Dime Savings Bank).The bulk of the new buildings would be oriented along Flatbush and 3rd Avenues, in keeping with other large developments in the primary study area. With the bulk of the proposed project's massing fronting onto Flatbush and 3rd Avenues, the proposed project would not adversely affect the urban design characteristics of the lower-scale buildings along State Street. The proposed project would establish a pedestrian-friendly streetwall along State Street, with entrances, recessed and projecting façade elements, and new landscaping breaking up the façade and adding visual interest.

The proposed project would not result in substantial changes to the built environment of a historic district, or eliminate any publicly accessible view corridors compared to the No Action condition. Under the current design of the proposed project, views of the Williamsburgh Savings Bank, a visual resource within the study area, would be retained along existing view corridors. Under the maximum zoning envelope, views of the former Williamsburgh Savings Bank along Schermerhorn Street would be obstructed by the buildings on the project site; however, views of the building along other view corridors, including along Atlantic, Flatbush, and 4th Avenues, would remain available.

The proposed buildings would be consistent with buildings in the primary and secondary study area in materials, design, and use, including older buildings like the 42-story (approximately 512-foot-tall) former Williamsburgh Savings Bank, and newer buildings, including the approximately 73-story story (approximately 1,071-foot-tall) building at 9 DeKalb Avenue, the 56-story (approximately 610-foot-tall) glass- and masonry-clad mixed-use building at 333 Schermerhorn Street, the 51-story (approximately 568-foot-tall) glass- and masonry-clad mixed-use building at 250 Ashland Place, the 44-story (approximately 484-foot-tall) glass- and stone-clad building at 66 Rockwell Place, the 37-story (approximately 370-foot-tall) glass- and metal-clad mixed-use building at 80 DeKalb Avenue, the 32-story (approximately 364-foot-tall) mixed-use glass- and metal-clad building at 300 Ashland Place, and the 30-story (approximately 310-foot-tall) mixed-use glass- and concrete-clad building at 230 Ashland Place.

The proposed project's mix of educational, office, retail, residential, and cultural community facility uses would be in keeping with existing uses found throughout the primary study area. Compared with the No Action condition, the proposed project would include commercial office space, which would bring more people to the area and increase foot traffic. The proposed project would include active ground-floor design elements that would enliven the streetscape of the primary study area. These project components would enhance the pedestrian experience at the project site and in the surrounding neighborhood. Overall, the proposed project would not result in any significant adverse impacts on urban design and visual resources.

HAZARDOUS MATERIALS

The proposed actions would not result in significant adverse impacts associated with hazardous materials.

As currently designed, two existing buildings would be adaptively reused and three new buildings would be constructed on the project site. Given the age of the existing structures, it is possible that the existing buildings could contain (typical of older buildings) asbestos-containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyls (PCB). Construction activity, including demolition work, would be conducted in accordance with all federal, state, and local regulatory requirements addressing activities that would disturb or dispose of these materials.

Construction of new buildings would require extensive excavation. Although this could increase pathways for human exposure to contaminants, impacts would be avoided by constructing the proposed buildings in accordance with the provisions of the existing (E) Designation on Lots 9, 13, 18, 23, and 24, which imposes pre- and post-construction requirements overseen by the OER. Although there is no (E) Designation mapped on Lot 1, any excavation would have a similar potential for encountering subsurface contamination. To ensure that there are no significant adverse impacts associated with hazardous materials on Lot 1, restrictions requiring compliance with testing and remedial measures would be included as part of the proposed project through the development agreement between ECF and 80 Flatbush Avenue, LLC, which would be comparable to the (E) Designation requirements.

WATER AND SEWER INFRASTRUCTURE

The proposed actions would not result in any significant adverse impacts on the City's water supply or its wastewater and stormwater conveyance and treatment infrastructure.

The With Action condition would generate a water demand of 444,500 gallons per day (gpd). As compared to the No Action condition, this would represent an incremental 312,696 gpd of water demand. Based on the projected incremental demand, it is expected that there would be adequate water service to meet the proposed actions' incremental water demand, and there would be no significant adverse impacts on the City's water supply.

The With Action condition would generate 230,300 gpd of sanitary sewage from the project site. Over the No Action condition, this would represent an incremental 157,916 gpd of flow. This incremental volume in flow to the combined sewer system would represent approximately 0.58 percent of the average daily flow to the Red Hook Wastewater Treatment Plant (WWTP), which is located adjacent to the Brooklyn Navy Yard. This incremental increase in volume would not result in a significant adverse impact on the City's sanitary sewage treatment system, and would not exceed the capacity of the Red Hook WWTP.

The overall volume of stormwater runoff and the peak stormwater runoff rate from the project site is anticipated to remain approximately the same because in the With Action condition the project site would have similar surface coverage as both the existing and No Action conditions. With the incorporation of selected best management practices (BMP) that would be required as part of the site connection approval process, and subject to the review and approval by the New York City Department of Environmental Protection (DEP), the peak stormwater runoff rates would be reduced from the existing condition and would not have a significant impact on the downstream City combined sewer system or the City sewage treatment system. All sewer connections from the project site to the City sewer system would be made to sewers located either in Flatbush Avenue or Schermerhorn Street. The sewers in these streets flow north to Red Hook WWTP.

TRANSPORTATION

A detailed transportation analysis was conducted and concludes that the proposed actions would result in significant adverse traffic and pedestrian impacts, as described in more detail below.

TRAFFIC

Based on a detailed assignment of project-generated vehicle trips, 16 intersections were identified as warranting further analysis for the weekday AM, midday, and PM peak hours. Based on that analysis, there would be the potential for significant adverse impacts at 9 intersections during the weekday AM peak hour, 9 intersections during the midday peak hour, and 12 intersections during the PM peak hour.

Table S-3 provides a summary of the impacted locations by lane group and analysis time period. Potential measures to mitigate the projected traffic impacts are described in Chapter 19, "Mitigation." As detailed in that chapter, most of the locations where significant adverse traffic impacts are predicted to occur could be fully mitigated with the implementation of standard traffic mitigation measures (e.g., signal timing changes, lane restriping, parking regulation changes), as described below. However, the significant adverse impacts at the intersections of Flatbush Avenue and Fulton Street during the AM, midday, and PM peak hours; Flatbush Avenue and Lafayette Avenue during the AM, midday, and PM peak hours; Flatbush Avenue and 4th Avenue during the AM and PM peak hours; and Fulton Street and Ashland Place during the AM and PM peak hours that would potentially occur could not be fully mitigated with standard traffic mitigation measures.

Table S-3
Summary of Significant Adverse Traffic Impacts

Intersection		Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour
EB/WB Street	**NB/SB Street**			
DeKalb Avenue	Flatbush Avenue			SB-TR
Fulton Street	Flatbush Avenue	WB-LT SB-L	WB-LT SB-L	EB-LTR WB-LT SB-L
Schermerhorn Street	Nevins Street	EB-TR SB-LTR	EB-TR SB-LTR	EB-TR SB-LTR
State Street	Nevins Street			SB-LT
Lafayette Avenue	Flatbush Avenue	EB-L EB-LT NB-TR	EB-L	EB-L EB-LT NB-TR
Schermerhorn Street	3rd Avenue	EB-L NB-LT	EB-L NB-LT	EB-L NB-LT
State Street	3rd Avenue		EB-LT	EB-LT
Atlantic Avenue	3rd Avenue	WB-T WB-R		
4th Avenue	Flatbush Avenue	SB-R	SB-R	SB-R
Atlantic Avenue	4th Avenue	SB-LT SB-R		
Atlantic Avenue	Flatbush Avenue	WB-TR		WB-TR
Fulton Street	Ashland Place	EB-LT SB-L	EB-LT	EB-LT WB-LT NB-L SB-L
Lafayette Avenue	Ashland Place		SB-LT	NB-TR SB-LT
Hanson Place	Fort Greene Place		NB-LR	NB-LR
Total Impacted Intersections/Lane Groups		**9/17**	**9/12**	**12/22**

Notes: L = Left Turn, T = Through, R = Right Turn, DefL = Defacto Left Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound.

TRANSIT

As the projected peak-hour incremental subway trips would exceed 200 riders during the weekday AM and PM peak hours, the CEQR guidelines require a more detailed analysis. Based on subway pedestrian trip assignments described below, a detailed analysis of station circulation elements and control areas is warranted for the Atlantic Avenue–Barclays Center subway station (D, N, R, B, Q, and No. 2, 3, 4, 5 routes) for the weekday AM and PM peak hours. The subway station analysis concluded that the proposed project would not result in the potential for a significant adverse subway station impact.

PEDESTRIANS

Weekday peak hour pedestrian conditions were evaluated at key area sidewalk, corner reservoir, and crosswalk locations. Based on the assignment of pedestrian trips, 8 sidewalks, 9 corner reservoirs, and 10 crosswalks were selected for detailed analysis for the weekday peak hours. The pedestrian analysis concluded that the proposed project would result in the potential for significant adverse pedestrian impacts at one crosswalk during the weekday AM and midday peak hours, and two crosswalks during the weekday PM peak hour, as outlined in **Table S-4.** Mitigation measures for the significant adverse impacts are discussed below under "Mitigation."

Table S-4
Summary of Significant Adverse Pedestrian Impacts

Intersection	Pedestrian Element	2025 With Action Condition		
		Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour
3rd Avenue and State Street	North Crosswalk	X	X	X
Flatbush Avenue and Lafayette Avenue / Schermerhorn Street	South Crosswalk			X
Total Impacted Pedestrian Elements		**1**	**1**	**2**

Note: X = Impacted.

VEHICULAR AND PEDESTRIAN SAFETY

Crash data for the study area intersections were obtained from the New York State Department of Transportation (NYSDOT) for the time period between March 1, 2014, and February 28, 2017. During this period, a total of 416 reportable and non-reportable crashes, 1 fatality, 409 injuries, and 95 pedestrian/bicyclist-related accidents occurred at the study area intersections. A rolling total of accident data identifies three high-crash locations in the 2014 to 2017 period: Flatbush Avenue and Atlantic Avenue, Flatbush Avenue and Fulton Street, and Flatbush Avenue and Lafayette Avenue. A summary of the identified high crash locations, prevailing trends, project-specific effects, and recommended safety measures is provided in **Table S-5**.

Table S-5
Summary of High Crash Locations

High Crash Intersections	Prevailing Trends	Peak Hour Project-Specific Effects	Recommended Safety Measures
Flatbush Avenue and Atlantic Avenue	None	Incremental trips: 49 vehicles and 45 peds	High visibility crosswalks
Flatbush Avenue and Fulton Street	None	Incremental trips: 92 vehicles and 161 peds	Countdown timer on west crosswalk
Flatbush Avenue and Lafayette Avenue	None	Incremental trips: 73 vehicles and 273 peds	Countdown timer on west crosswalk

Source: NYSDOT crash data; March 1, 2014 to February 28, 2017

In addition to the recommended safety measures in **Table S-5,** the safety benefits of a DOT-proposed pedestrian and vehicular safety improvements project are described in the Vehicular and Pedestrian Safety Evaluation section.

A school safety assessment was also conducted at the intersections included in the pedestrian and vehicular safety assessment. This assessment includes intersections with a high number of pedestrian crashes, uncontrolled pedestrian crossings, narrow sidewalks, and non-ADA-compliant pedestrian ramps. There were three intersections with a high number of pedestrian crashes in the study area: Flatbush Avenue and Fulton Street, Flatbush Avenue and Lafayette Avenue, and Flatbush Avenue and Atlantic Avenue. Safety improvements at these locations have been recommended in the pedestrian and vehicular safety assessment of the EIS. In addition to these recommendations, advanced school crosswalk warning signage should be placed on the blocks approaching the school on Flatbush Avenue, 3rd Avenue, Schermerhorn Street, and State Street, and either a reduced school speed zone or speed humps should be considered on State Street where the entrance to the proposed lower school would be located.

Under the With Action condition, it is not anticipated that there would be any uncontrolled crossings at the study area intersections. Narrow sidewalks were observed at six locations in the study area. Because the narrow sidewalk conditions are primarily on residential streets with low observed pedestrian foot traffic and are not narrow for prolonged lengths, the narrow sidewalks do not represent a significant safety issue to the school-related pedestrian trips, and it is not recommended that they be mitigated. Non-ADA-compliant ramps were found at eight study area locations: it is recommended that DOT consider upgrading these pedestrian ramps to be ADA compliant to accommodate the school-related pedestrian trips and improve safety for users of all abilities.

PARKING

Accounting for the parking supply and demand generated by the proposed project, the With Action public parking utilization is expected to result in a parking shortfall in the ¼-mile study area during the weekday AM, midday, PM, and overnight time periods. In consideration of this potential parking shortfall, an additional inventory of off-street parking resources was conducted to determine if the overflow demand could be accommodated at a slightly longer walking distance from the project site. The assessment concluded that the additional parking resources available between ¼-mile and ½-mile of the project site would yield 939, 714, 681, 1,348 additional available parking spaces during the weekday AM, midday, PM, and overnight time periods respectively. While a ¼-mile parking shortfall would be expected with the proposed project, it would not result in a significant adverse parking impact since most of the excess parking demand can be adequately accommodated by a slightly longer walk beyond the ¼-mile radius and since there are adequate public transit options nearby.

AIR QUALITY

The analyses conclude that the proposed project would not result in any significant adverse air quality impacts on sensitive uses in the surrounding community, and the proposed actions would not be adversely affected by existing sources of air emissions.

The mobile source analysis results show that the annual and daily (24-hour) $PM_{2.5}$ increments are predicted to be below the *de minimis* criteria. Therefore, there would be no potential for significant adverse impacts on air quality from vehicle trips generated by the proposed project. An analysis of the laboratory exhaust system for the proposed public high school determined there would be no significant impacts in the proposed buildings or on the surrounding community in the event of a chemical spill in a laboratory.

Analysis of the emissions and dispersion of nitrogen dioxide (NO_2) and PM less than 10 microns in diameter (PM_{10}) from the proposed project's heating and hot water systems indicate that these emissions would not result in a violation of National Ambient Air Quality Standards (NAAQS). In addition, the maximum predicted $PM_{2.5}$ incremental concentrations from the proposed project would be less than the applicable 24-hour and annual average criteria. To ensure that there are no significant adverse impacts resulting from the proposed project due to heating and hot water system emissions, fuel and vent stack location restrictions associated with Buildings B and C would be required as part of the proposed project through the development agreement between ECF and 80 Flatbush Avenue, LLC.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

An assessment that evaluates the greenhouse gas (GHG) emissions that would be generated as a result of the proposed actions and their consistency with the citywide GHG reduction goals has been included in this DEIS. The building energy use and vehicle use associated with the proposed project would result in up to approximately 13 thousand metric tons of carbon dioxide equivalent (CO_2e) emissions per year. As summarized below, the proposed project would support the goal identified in the *CEQR Technical Manual* of building efficient buildings.

The *CEQR Technical Manual* defines five goals by which a project's consistency with the City's emission reduction goal is evaluated: (1) efficient buildings; (2) clean power; (3) sustainable transportation; (4) construction operation emissions; and (5) building materials carbon intensity.

The schools would be designed to SCA's building standards. The design and construction of the school facilities would comply with or exceed the energy efficiency standards of SCA's green building standards, including following the *New York City Green School Guide 2016* or later version applicable at the time of design. The current version of the *New York City Green School Guide 2016*, issued in April 2016, was designed to reduce school energy costs by at least 20 percent compared to the baseline referenced in Leadership in Energy and Environmental Design (LEED) for Schools 2009/EA Credit 1 or the New York State Energy Conservation and Construction Code (NYSECCC) which was in effect at that time, whichever is more stringent. An additional 5 or 10 percent energy cost savings beyond the 20 percent mandate must be implemented, unless the payback on the investment exceeds 7 years. Effective October 2016, New York City and New York State have updated their energy codes (NYSECCC, which is also adopted by New York City) to incorporate a much stricter energy efficiency requirement. Therefore, it is unclear at this time how design compliant with the current (April 2016) SCA guidance would compare with the current building code. Should SCA update its guidance prior to the design of the schools, the energy use and the ensuing GHG emissions associated with the schools would be substantially lower than that of buildings built to meet but not exceed the current New York City Building Energy Code.

Regarding the proposed uses other than the schools, the co-applicants are currently evaluating the specific energy efficiency measures and design elements that may be implemented. The proposed project is required at a minimum to achieve the energy efficiency requirements of the New York City Building Code. As described above, in 2016, as part of the City's implementation of strategies aimed at achieving the OneNYC GHG reduction goals, the City adopted a more stringent building energy code which substantially increased the energy efficiency required. In 2016, the City also published a pathway to achieving the GHG reduction goals in the building sector. Should the measures identified as part of that pathway or other measures not yet implemented be adopted by the City in the future, they may apply to the proposed project similar to any new building (if prior to building approval) or existing building

(after construction) and the proposed project would implement any measures required under such programs. Therefore, the proposed project would support the goal identified in the *CEQR Technical Manual* of building efficient buildings.

The proposed project would also support the other GHG goals by virtue of its proximity to public transportation, reliance on natural gas, commitment to construction air quality controls, and the fact that as a matter of course, construction in New York City uses recycled steel and includes cement replacements. All of these factors demonstrate that the proposed development supports the GHG reduction goal.

Therefore, based on the commitment to energy efficiency and by virtue of location and nature, the proposed project would be consistent with the City's emissions reduction goals, as defined in the *CEQR Technical Manual*.

NOISE

The analysis finds that the proposed actions would not result in any significant adverse noise impacts at nearby noise receptors.

The building attenuation analysis determined that the proposed actions would require between 28 and 37 dBA window/wall attenuation to meet *CEQR Technical Manual* interior noise level requirements. These attenuation requirements account for measured existing noise levels, future changes in mobile sources of noise (e.g., traffic on adjacent roadways), and stationary sources of noise (e.g., noise from playground spaces included in the proposed schools, noise from mechanical equipment) and consequently supersede the attenuation levels established for this location in the Downtown Brooklyn Development FEIS. Given the levels of attenuation to be provided and because the (E) Designation would require proposed buildings to satisfy its specifications prior to obtaining building permits, there would be no significant adverse noise impact with respect to the proposed buildings.

The school playground analysis concludes that noise associated with the proposed high and lower school playgrounds would not meaningfully contribute to noise level increases at any nearby existing noise receptors. Therefore, there would be no significant adverse noise impact to noise receptors in the surrounding area due to the high and lower school playgrounds.

PUBLIC HEALTH

The proposed actions would not result in significant adverse public health impacts. As described in the relevant analyses of this DEIS, the proposed actions would not result in unmitigated significant adverse impacts in the areas of air quality, operational noise, water quality, or hazardous materials. However, as discussed in Chapter 16, "Construction," the proposed actions could result in temporary unmitigated construction noise impacts as defined by *CEQR Technical Manual* thresholds. As such, it was determined that a public health assessment of construction noise was appropriate. The assessment was conducted, and for the reasons discussed in Chapter 15, "Public Health," it was determined that the construction noise impact would not generate a significant adverse public health impact.

CONSTRUCTION

Construction of the proposed project—as is the case with most large construction projects—would result in temporary disruptions in the surrounding area. Construction activities associated with the proposed actions would potentially result in temporary significant adverse transportation and noise impacts. As discussed in Chapter 16, "Construction," measures to avoid

and/or minimize construction related effects would be required through the development agreement between ECF and 80 Flatbush Avenue, LLC.

For analysis purposes, a reasonable worst-case conceptual construction phasing and schedule was developed to illustrate how construction of the proposed project would occur over an approximately 6-year period. The reasonable worst-case schedule conservatively accounts for overlapping construction activities and simultaneously operating construction equipment, thus capturing the cumulative nature of construction impacts that would result in the greatest impacts at nearby receptors.

For each of the various technical areas presented below, appropriate construction analysis periods were selected to represent reasonable worst-case conditions relevant to that technical area, which can occur at different times for different analyses. For example, the noisiest part of the construction may not be at the same time as the heaviest construction traffic. Therefore, the analysis periods may differ for different analysis areas. Where appropriate, the analysis accounted for the effects of elements of the proposed project that would be completed and operational during the selected construction analysis periods.

The conceptual construction schedule and plans on which the construction analysis was based assumed that School Buildings 1 and 2 on the project block would remain in place and be adaptively re-used. However, the maximum zoning envelope would allow for partial demolition of School Building 1 on 3rd Avenue at State Street and complete demolition of School Building 2 on 3rd Avenue at Schermerhorn Street along with a slightly larger footprint for the proposed buildings on the western portion of the project block. If such demolition were to occur, it would result in minor changes to the placement/location of construction equipment and the duration of individual construction activities on the western portion of the project block. Given the amount of construction equipment projected to be operating on the project site and the duration over which it would be operating, the logistics and schedule changes would not change in the conclusions of the construction analysis with respect to the maximum zoning envelope.

Construction of the proposed project would result in temporary disruptions in the surrounding area. However, co-applicants have committed to implementing a variety of measures during construction to minimize the effects of the proposed project on the nearby community, including:

COMMUNITY SAFETY

- Maintenance and Protection of Traffic (MPT) plans would be developed for any temporary sidewalk, lane, and/or street closures. Approval of these plans and implementation of the closures would be coordinated with DOT's Office of Construction Mitigation and Coordination (OCMC);
- A number of measures would be employed to ensure public safety during the construction of the proposed project, including many that exceed the code requirements; the measures include the erection of sidewalk bridges and roof protection, the employment of flag persons, the erection of a construction fence, the installation of a vertical enclosure system, horizontal nets, and full height vertical netting;
- All New York City Department of Building (DOB) safety requirements and protocols would be followed and construction of the proposed project would be undertaken so as to ensure the safety of the community and the construction workers themselves; and
- Notifications would be made to the public/community when special construction activities would occur.

ENVIRONMENTAL PERFORMANCE

- An emissions reduction program would be implemented during construction to minimize the effects on air quality and would include to the extent practicable measures such as the use of dust control, Ultra-Low-sulfur diesel (ULSD) fuel, diesel particulate filters on all diesel engines, best available technologies, and newer and cleaner equipment;
- Construction of the proposed project would not only include noise control measures as required by the New York City Noise Control Code but would include additional measures such as the use of an 8-foot high with an additional 4-foot cantilever plywood fence on State Street with insulation blankets, a noise curtain, or other suitable noise control mounted on the inside of the fence during excavation and foundation stages of construction;
- Regulatory requirements relating to the existing buildings to be adaptively reused and the remedial measures required by the (E) Designation and other applicable regulatory requirements would be implemented; and
- A Construction Protection Plan (CPP) would be developed in coordination with the LPC to protect the historic buildings to be retained on the project site (the P.S. 15 structure and the ca. 1898 addition fronting on Schermerhorn Street), the Baptist Temple on the west side of 3rd Avenue and the buildings on the south side of State Street (522-550 State Street).

With the implementation of the measures described above, the construction effects of the proposed project on the surrounding area would be substantially reduced. However, as described in detail below, even with these measures in place, construction activities associated with the proposed project would potentially result in temporary significant adverse transportation and noise impacts. Additional information for key technical areas is summarized below.

TRANSPORTATION

Peak construction conditions were considered for the analysis. The proposed project is not expected to result in any significant adverse parking, transit, or pedestrian impacts during construction.

During peak construction, project-generated vehicle trips would be less than what would be realized with the full build-out of the proposed projects in 2025. Therefore, the potential traffic impacts during peak construction would be within the envelope of significant adverse traffic impacts identified for the With Action condition in Chapter 11, “Transportation.” As summarized in Chapter 19, “Mitigation,” most of the locations where significant adverse traffic impacts are predicted to occur could be fully mitigated with the implementation of standard traffic mitigation measures (e.g., signal timing changes, lane restriping, parking regulation changes) except for the intersections of Flatbush Avenue and Fulton Street, Flatbush Avenue and Lafayette Avenue, Flatbush Avenue and 4th Avenue, and Fulton Street and Ashland Place, where the potential impacts could not be fully mitigated with standard traffic mitigation measures.

AIR QUALITY

The air pollutant emission levels associated with construction of the proposed project would not be considered out of ordinary in terms of intensity and are typical of ground-up building construction in New York City. Measures would be taken to minimize pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These measures would include dust suppression measures, idling restrictions, and the use of ULSD fuel. In addition, to minimize air pollutant emissions during construction, emissions reduction measures such as the use of best available technologies and the use of newer and cleaner equipment during construction of the proposed project would be implemented to the

extent practicable. With these measures in place and based on the duration and intensity of construction activities, the location of nearby sensitive receptors, and an examination of construction on-road sources, the proposed project would not result in any significant adverse construction air quality impacts.

NOISE

The detailed modeling analysis concluded that construction of the proposed project has the potential to result in construction noise levels that exceed *CEQR Technical Manual* noise impact criteria for an extended period of time at residences immediately across State Street south of the project site, the Khalil Gibran International Academy, and residences along 3rd Avenue between Schermerhorn Street and Atlantic Avenue. The conceptual construction schedule on which the noise analysis was based represented a conservative potential timeline for construction that tended to show the most construction activity and the most construction equipment operating simultaneously, the conditions of which would result in the largest increase in noise levels at the nearby receptors.

The affected residences on State Street would experience exterior noise levels in the mid-70s dBA, which represent increases in noise level up to approximately 13 dBA compared with existing levels, for intermittent periods during approximately 18 non-consecutive months during construction at the middle and eastern portions of the site. During the remainder of the construction period, the affected residences on State Street would at times experience exterior noise levels in the mid-70s dBA, which represent increases in noise level up to approximately 10 dBA. The affected residences on the west side of 3rd Avenue would experience exterior noise levels in the mid-70s dBA, which represent increases in noise level up to approximately 11 dBA compared with existing levels, for portions of up to approximately 12 months during construction at the middle and eastern portions of the site. During the remainder of the construction period, the affected residences on the west side of 3rd Avenue would at times experience exterior noise levels in the mid-70s dBA, which represent increases in noise level up to approximately 8 dBA. The affected residences on the east side of 3rd Avenue would experience exterior noise levels in the mid-70s dBA, which represent increases in noise level up to approximately 6 dBA compared with existing levels, for up to approximately 10 months during construction at the middle and eastern portion of the site. The existing Khalil Gibran International Academy would at times experience exterior noise levels in the mid-70s dBA, resulting increases in noise level up to approximately 12 dBA compared to existing levels for portions of up to approximately 25 months during construction at the middle and eastern portions of the site.

Potential construction noise levels of this magnitude over the course of such an extended duration would constitute a temporary significant adverse impact. Field observations determined that many of these buildings have insulated glass windows and alternate means of ventilation (i.e., air conditioning). Even with these measures, buildings with these constructions would be expected to experience episodic interior $L_{10(1)}$ values greater than the 45 dBA guideline recommended for residential, community, and house of worship spaces according to CEQR noise exposure guidelines. Older buildings that do not include insulated windows and alternate means of ventilation would be expected to experience higher interior noise levels.

At other receptors near the project site, including open space, residential, and community facility receptors, noise resulting from construction of the proposed project may at times be noticeable, but would be temporary and would generally not exceed typical noise levels in the general area and therefore would not rise to the level of a significant adverse noise impact.

NEIGHBORHOOD CHARACTER

Construction activities would adhere to the provisions of the New York City Building Code and other applicable regulations. In addition, throughout the construction period, measures would be implemented to control noise, vibration, and air emissions including dust. Fencing would be erected to reduce potentially undesirable views of construction areas, to buffer noise emitted from construction activities, and to protect the safety of pedestrians during construction. Access to surrounding residences and businesses would be maintained throughout the duration of the construction period. Overall, construction of the proposed project is not expected to result in significant adverse neighborhood character impacts in neighborhoods surrounding the project site.

However, temporary adverse effects relating to increased traffic, noise, and views of construction activity would occur in the immediate vicinity of the project site. During construction, the project site and the immediately surrounding area would be subject to added traffic from construction trucks and worker vehicles and partial sidewalk and lane closures. In particular, construction traffic and noise would temporarily change the character of State Street to the south of the project site. In addition, staging activities, temporary sidewalks, construction fencing, and construction equipment and building superstructure would be visible to pedestrians in the immediate vicinity of the project site. The effects would be localized, confined largely to streets surrounding the project site, but no immediate area would experience the effects of the proposed project's construction activities for the full project construction duration. MPT plans would be developed for any temporary sidewalk, lane, and/or street closures and early implementation of traffic mitigation measures as described above under "Transportation" would ameliorate traffic issues.

Measures to control noise, vibration, and dust on construction sites, including the erection of construction fencing, which would reduce views of construction sites and buffer noise emitted from construction activities. As described in detail above under "Noise," the detailed modeling analysis concluded that construction of the proposed project has the potential to result in construction noise levels that exceed the *CEQR Technical Manual* noise impact criteria for an extended period of time at residences immediately across State Street south of the project site, the existing Khalil Gibran International Academy, and residences across 3rd Avenue from the project site. However, these impacts are temporary and limited to a few areas within the community, and the construction noise levels would vary depending on the portion of the site being developed and the intensity of construction.

Furthermore, to minimize the effects of noise during construction, construction of the proposed project would not only include noise control measures as required by the New York City Noise Control Code but would include additional measures such as the use of a 8-foot high with an additional 4-foot cantilever plywood fence on State Street with insulation blankets, a noise curtain, or other suitable noise control mounted on the inside of the fence during excavation and foundation stages of construction. Therefore, although there is the potential for adverse effects during construction, these effects would be temporary and localized and would not result in significant impacts to the neighborhood character.

NEIGHBORHOOD CHARACTER

The proposed actions would not result in significant adverse impacts associated with neighborhood character. The project site is located in a prominent location on Flatbush Avenue at the entrance to Downtown Brooklyn. As described elsewhere in this EIS, the proposed actions would not result in significant adverse impacts in the areas of land use, zoning, and public

policy; socioeconomic conditions; open space; urban design and visual resources; and noise. Although significant adverse impacts would occur with respect to shadows, historic resources, and transportation, these impacts would not result in a significant change to one of the determining elements of neighborhood character.

The proposed actions would bring new activity to an underutilized site and support the development of Downtown Brooklyn as a commercial and cultural hub. The new educational facilities would support the residential growth that has occurred in Downtown Brooklyn and surrounding neighborhoods and the retail space would provide an amenity for residents. As discussed below, the proposed actions would result in potential neighborhood character benefits associated with improvements in urban design and pedestrian conditions.

ENERGY

The proposed project would not result in any significant adverse energy impacts. The proposed project would generate an incremental demand for approximately 1,498 billion British thermal units (BTUs) of energy per year, less than 1 percent increase in overall electricity demand per year. This energy demand represents the total incremental increase in energy consumption between the No Action condition and the With Action condition. As explained in the *CEQR Technical Manual*, the incremental energy demand resulting from most projects would not create a significant impact on energy capacity, and detailed assessments are only recommended for projects that may significantly affect the transmission or generation of energy. The proposed project would generate an incremental increase in energy demand that would be negligible when compared to the overall demand within Consolidated Edison's (Con Edison) New York City and Westchester County service area. Therefore, the proposed project would not result in any significant adverse energy impacts.

MITIGATION

The proposed actions would result in significant adverse impacts related to shadows, historic and cultural resources, transportation (traffic and pedestrians), and construction (noise). Mitigation measures have been identified to address those impacts where feasible and/or practical. As discussed below in more detail, partial mitigation is proposed for some of the significant adverse impacts of the proposed project. If no mitigation or partial mitigation has been identified, an unavoidable significant adverse impact may result.

SHADOWS

As described in Chapter 6, "Shadows," the proposed actions would result in significant adverse shadow impacts to three open spaces. The detailed analysis found that the Rockwell Place Bears Community Garden, the BAM South Plaza at 300 Ashland Place, and Temple Square could be significantly impacted by new shadow originating from the proposed project. The duration or extent of incremental shadow cast on these open spaces would be great enough to potentially impact the utility of the open space or the viability of vegetation contained within them.

Possible measures that could mitigate significant adverse shadow impacts on open spaces may include relocating sunlight-sensitive features within an open space to avoid sunlight loss; relocating or replacing vegetation; undertaking additional maintenance to reduce the likelihood of species loss; or providing replacement facilities on another nearby site. Other potential mitigation strategies include the redesign or reorientation of the open space site plan to provide for replacement facilities, vegetation, or other features. In addition, the *CEQR Technical Manual* identifies strategies to reduce or eliminate shadow impacts, including modifications to the height,

shape, size, or orientation of a proposed development that creates the significant adverse shadow impact. The co-applicants will explore possible mitigation measures with the New York City Departments of Parks and Recreation (NYC Parks), DCP, and DOT between the DEIS and FEIS.

HISTORIC AND CULTURAL RESOURCES

As discussed in Chapter 7, "Historic and Cultural Resources," the western portion of the project site (Lot 1, School Buildings 1–5) is currently occupied by the Khalil Gibran International Academy, a complex of five connected buildings constructed at different times. In a comment letter dated May 15, 2017, LPC stated that the building complex on Block 174, Lot 1 appears to be eligible for NYCL designation and for listing on the S/NR.

The current design for the proposed project assumes that the two primary buildings on Lot 1 (School Building 1/Building E and School Building 2/Building D) would be retained and adaptively reused. The adjacent new construction may allow for passage into Buildings D and E at the ground, second, or third floors. Any passage would be at interior, shared walls and through a fire-rated threshold, and would not be visible from street level. The proposed project would, however, entail the demolition of the townhouse that was subsequently added to the school (School Building 5), and the connecting school buildings along 3rd Avenue (School Buildings 3 and 4). The townhouse was added to the school ca. 1898, but was not created or designed specifically for school use, and the connecting structures along 3rd Avenue match the design of the original school, but lack its more prominent details. Nevertheless, the demolition of School Buildings 3–5 adversely affect the historic resource.

While the current proposed design preserves the two primary buildings of the current school, as discussed in Chapter 7, "Historic and Cultural Resources," to maintain flexibility, the maximum zoning envelope under the approvals would encompass the site of School Building 2/Building D, the ca. 1898 school building fronting on Schermerhorn Street, and the connecting building on 3rd Avenue, and allow for their demolition, and would also partially extend into the existing footprint of School Building 1/Building E (the original school structure at the southwest corner of the block), thus partially demolishing part of the building. Therefore, development allowed under the maximum zoning envelope could result in the demolition of School Building 2/Building D and the connecting building on 3rd Avenue, as well as a portion of School Building 1/Building E. These buildings encompass the two largest and most visually distinctive school buildings on the project site. Therefore, the proposed actions, including development under the maximum zoning envelope and the currently proposed design, would have a significant adverse impact on the historic resources on the project site. A portion of School Building 1/Building E, the original school structure at the southwestern corner of the project site, would be adaptively reused as retail space. Historic American Building Survey (HABS) Level II documentation would take place as partial mitigation for the demolition of Building D and part of Building E. The scope of work for such documentation would be provided to LPC for review and comment prior to the start of demolition of these buildings.

Measures to mitigate this impact consistent with the CEQR findings are being developed in consultation with LPC. Per the guidelines of the *CEQR Technical Manual*, possible mitigation measures for significant adverse effects on architectural resources can include redesign (i.e., relocating the action away from the resource, or redesign of the proposal to be more compatible with the resource), adaptive reuse, CPP, data recovery/recordation, or relocation of the architectural resource. Data recovery can include recordation of a structure to the standards of the HABS. If such recordation is identified as a mitigation measure, the scope of work for any

HABS-level documentation would be provided to LPC for review and approval prior to the start of demolition of these buildings.

TRANSPORTATION

The proposed project would result in potential significant adverse traffic and pedestrian impacts, as detailed below. No significant adverse impacts were identified for transit, parking, and vehicular and pedestrian safety.

Traffic

As discussed in Chapter 11, "Transportation," traffic conditions were evaluated at 16 intersections for the weekday AM, midday, and PM peak hours. The 2025 With Action condition analysis identified the potential for significant adverse traffic impacts at 9 intersections during the weekday AM peak hour, 9 intersections during the weekday midday peak hour, and 12 intersections during the weekday PM peak hour. Many of the significant adverse traffic impacts that were identified were at least partly attributed to deteriorated traffic conditions in the No Action condition, which was an extremely conservative analysis of future conditions. Those conditions included the incremental traffic generated by 74 development projects within ½-mile of the project site, and assumed no traffic mitigation measures associated with any of these development projects would be implemented in the 2025 No Action condition analyses. The potential significant adverse traffic impacts and their recommended mitigation measures are discussed below.

As described in Chapter 11, "Transportation," traffic level of service (LOS) at signalized intersections are evaluated using average stop control delay, in seconds per vehicle, for individual lane groups (grouping of movements in one or more travel lanes), the approaches, and the overall intersection. According to the criteria presented in the *CEQR Technical Manual*, impacts are considered significant and require examination of mitigation if they result in an increase in the With Action condition of 5 or more seconds of delay in a lane group over No Action condition levels beyond mid-LOS D. For No Action LOS E, a 4-second increase in delay is considered significant. For No Action LOS F, a 3-second increase in delay is considered significant. In addition, impacts are considered significant if LOS deteriorates from acceptable A, B, or C in the No Action condition to marginally unacceptable LOS D (a delay in excess of 45 seconds, the midpoint of LOS D), or unacceptable LOS E or F in the With Action condition. A traffic impact is considered fully mitigated when the resulting degradation in the average control delay per vehicle under the Action-with-Mitigation condition compared to the No Action condition is no longer deemed significant following the impact criteria described above. **Tables S-6 to S-8** itemize the recommended mitigation measures that address the identified impacts. With the implementation of these standard traffic mitigation measures (including primarily signal timing changes), which are subject to review and approval by DOT, the significant adverse traffic impacts identified above could be fully mitigated except for the intersections of Flatbush Avenue and Fulton Street during the AM, midday, and PM peak hours; Flatbush Avenue and Lafayette Avenue during the AM, midday, and PM peak hours; Flatbush Avenue and 4th Avenue during the AM and PM peak hours; and Fulton Street and Ashland Place during the AM and PM peak hours.

Table S-6
Recommended Mitigation Measures: Weekday AM Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Flatbush Avenue and Fulton Street	SB-T/SB-L/WB-R: Green = 18 s NB/SB-T: Green = 47 s EB/WB LPI: Green = 7 s EB/WB: Green = 33 s	Unmitigated	No change from No Action
Schermerhorn Street and 3rd Avenue	All-ped phase: Green = 37 s EB: Green = 35 s NB: Green = 38 s	Shift 3 seconds from all-ped phase, 1 second to EB phase and 2 seconds to NB phase	All-ped phase: Green = 34 s EB: Green = 36 s NB: Green = 40 s
Schermerhorn Street and Nevins Street	EB/WB: Green = 49 s SB: Green = 31 s	Shift 1 second from SB to EB. Restripe SB approach with one 11-foot shared L-T lane and one 11-foot R-turn lane. Change parking regulation on west curb of SB approach to No Standing Anytime	EB/WB: Green = 50 s SB: Green = 30 s
Atlantic Avenue and 3rd Avenue	EB/WB LPI: Green = 7 s EB/WB: Green = 56 s NB LPI: Green = 7 s NB: Green = 40 s	Shift 1 second from NB to EB/WB, change parking regulation on north curb of WB approach to No Standing 7AM–10AM, 2 Hour Metered Parking 10 AM-7PM Except Sunday	EB/WB LPI: Green = 7 s EB/WB: Green = 57 s NB LPI: Green = 7 s NB: Green = 39 s
Flatbush Avenue and Lafayette Avenue	NB/SB: Green = 57 s SB only: Green = 14 s EB: Green = 34 s	Unmitigated	No change from No Action
Flatbush Avenue and 4th Avenue	All-ped phase: Green = 60 s NB/SB: Green = 55 s	Unmitigated	No change from No Action
Flatbush Avenue and Atlantic Avenue	NB/SB: Green = 56 s EB-T: Green = 15 s EB/WB: Green = 39 s	Shift 1 second of green time from EB-T phase to EB/WB phase	NB/SB: Green = 56 s EB-T: Green = 14 s EB/WB: Green = 40 s
Atlantic Avenue and 4th Avenue	EB/WB LPI: Green = 7 s EB/WB: Green = 45 s SB: Green = 28 s NB: Green = 25 s	Shift 6 seconds of green time from EB/WB phase to SB phase	EB/WB LPI: Green = 7 s EB/WB: Green = 39 s SB: Green = 34 s NB: Green = 25 s
Fulton Street and Ashland Place	EB/WB: Green = 47 s NB/SB: Green = 33 s	Unmitigated	EB.WB: Green = 47 s NB/SB: Green = 33 s

Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Lead Pedestrian Interval.

Table S-7
Recommended Mitigation Measures: Weekday Midday Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Flatbush Avenue and Fulton Street	SB-T/SB-L/WB-R: Green = 23 s NB/SB-T: Green = 47 s EB/WB LPI: Green = 7 s EB/WB: Green = 33 s	Unmitigated	No change from No Action
Schermerhorn Street and 3rd Avenue	All-ped phase: Green = 37 s EB: Green = 35 s NB: Green = 38 s	Shift 2 seconds from all-ped phase, 1 second to EB phase and 1 second to NB phase	All-ped phase: Green = 35 s EB: Green = 36 s NB: Green = 39 s
Schermerhorn Street and Nevins Street	EB/WB: Green = 49 s SB: Green = 31 s	Shift 1 second from SB phase to EB phase. Restripe SB approach with one 11-foot shared L-T lane and one 11-foot R-turn lane. Change parking regulation on west curb of SB approach to No Standing Anytime	EB/WB: Green = 50 s SB: Green = 30 s
State Street and 3rd Avenue	EB: Green = 23 s NB: Green = 87 s	Shift 1 seconds from NB phase to EB phase	EB: Green = 24 s NB: Green = 86 s
Flatbush Avenue and Lafayette Avenue	NB/SB: Green = 56 s SB only: Green = 14 s EB: Green = 35 s	Unmitigated	No change from No Action
Flatbush Avenue and 4th Avenue	All-ped phase: Green = 60 s NB/SB: Green = 55 s	Shift 1 second from all-ped phase to NB/SB phase	All-ped phase: Green = 59 s NB/SB: Green = 56 s
Fulton Street and Ashland Place	EB/WB: Green = 47 s NB/SB: Green = 33 s	Shift 1 second from NB/SB phase to EB/WB phase	EB/WB: Green = 48 s NB/SB: Green = 32 s
Lafayette Avenue and Ashland Place	EB: Green = 31 s NB/SB: Green = 19 s	Change parking regulation on west curb of SB approach to No Standing Mon–Fri 11 AM–2 PM	No change from No Action
Hanson Place and Fort Greene Place	EB/WB: Green = 25 s NB/SB: Green = 25 s	Shift 1 second from EB/WB phase to NB/SB phase	EB/WB: Green = 24 s NB/SB: Green = 26 s

Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Lead Pedestrian Interval.

Table S-8
Recommended Mitigation Measures: Weekday PM Peak Hour

Intersection	No Action Signal Timing	Recommended Mitigation Measures	Recommended Signal Timing
Flatbush Avenue and DeKalb Avenue	EB/WB LPI: Green = 10 s WB: Green = 40 s NB/SB: Green = 60 s	Shift 1 second from EB/WB LPI phase to NB/SB phase	EB/WB LPI: Green = 9 s WB: Green = 40 s NB/SB: Green = 61 s
Flatbush Avenue and Fulton Street	SB-T/SB-L/WB-R: Green = 23 s NB/SB-T: Green = 47 s EB/WB LPI: Green = 7 s EB/WB: Green = 33 s	Unmitigated	No change from No Action
Schermerhorn Street and 3rd Avenue	All-ped phase: Green = 37 s EB: Green = 35 s NB: Green = 38 s	Shift 2 seconds from all-ped phase, 1 seconds to NB phase and 1 second to EB phase	All-ped phase: Green = 35 s EB: Green = 36 s NB: Green = 39 s
Schermerhorn Street and Nevins Street	EB/WB: Green = 49 s SB: Green = 31 s	Shift 2 seconds from SB phase to EB phase. Restripe SB approach with one 11-foot shared L-T lane and one 11-foot R-turn lane. Change parking regulation on west curb of SB approach to No Standing Anytime	EB/WB: Green = 51 s SB: Green = 29 s
State Street and Nevins Street	EB/WB: Green = 49 s SB: Green = 31 s	Change parking regulation on west curb of SB approach to 1 Hour Metered Parking 9 AM–4 PM Except Sunday, No Standing 4 PM–7 PM Except Sunday	No change from No Action
State Street and 3rd Avenue	EB: Green = 23 s NB: Green = 87 s	Shift 3 seconds of green time from NB phase to EB phase	EB: Green = 26 s NB: Green = 84 s
Flatbush Avenue and Lafayette Avenue	NB/SB: Green = 53 s SB only: Green = 20 s EB: Green = 32 s	Unmitigated	No change from No Action
Flatbush Avenue and 4th Avenue	All-ped phase: Green = 60 s NB/SB: Green = 55 s	Unmitigated	No change from No Action
Flatbush Avenue and Atlantic Avenue	NB/SB: Green = 56 s EB-T: Green = 15 s EB/WB: Green = 39 s	Shift 1 second of green time from EB-T phase to EB/WB phase	NB/SB: Green = 56 s EB-T: Green = 14 s EB/WB: Green = 40 s
Fulton Street and Ashland Place	EB/WB: Green = 47 s NB/SB: Green = 33 s	Unmitigated	No change from No Action
Lafayette Avenue and Ashland Place	EB: Green = 69 s NB/SB: Green = 41 s	Shift 4 seconds from EB phase to NB/SB phase. Change parking regulation on west curb of SB approach to No Standing Mon-Fri 11 AM–2 PM	EB: Green = 65 s NB/SB: Green = 45 s
Hanson Place and Fort Greene Place	EB/WB: Green = 25 s NB/SB: Green = 25 s	Shift 3 seconds from EB/WB phase to NB/SB phase	EB/WB: Green = 22 s NB/SB: Green = 28 s

Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; L = Left; T = Through; R = Right; LPI = Lead Pedestrian Interval.

As stated in Chapter 11, "Transportation," there are often traffic enforcement agents present to direct traffic flow at the study area intersections along Flatbush Avenue and Atlantic Avenue. Hence, although unmitigatable impacts were identified for four of these intersections, the actual traffic conditions are likely more favorable than shown by the analysis results. A discussion of the recommended mitigation measures is provided below. **Tables S-9 to S-11** compare the LOS and lane group delays for the impacted intersections under the 2025 No Action, With Action, and Mitigation conditions for the three analysis peak hours.

Table S-9
2025 No Action, With Action, and Mitigation Conditions LOS Analysis
Weekday AM Peak Hour

	Weekday AM												
	2025 No Action				2025 With Action					2025 Mitigation			
Intersection	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS
Nevins Street and Schermerhorn Street													
EB	TR	0.82	30.1	C	TR	0.94	47.6	D	+	TR	0.92	42.6	D
WB	LT	0.26	11.9	B	LT	0.27	12.1	B		LT	0.26	11.5	B
SB	LTR	1.20	143.5	F	LTR	1.29	180.4	F	+	LT	0.81	43.3	D
										R	0.68	43.1	D
	Int.		75.1	E	Int.		99.0	F		Int.		38.6	D
3rd Avenue and Schermerhorn Street													
EB	L	1.03	99.2	F	L	1.07	109.5	F	+	L	1.04	99.4	F
NB	LT	1.06	93.5	F	LT	1.12	112.6	F	+	LT	1.06	90.5	F
	Int.		95.3	F	Int.		111.6	F		Int.		93.4	F
3rd Avenue and State Street													
EB	LT	0.51	37.8	D	LT	0.65	42.9	D		LT	0.69	43.5	D
NB	TR	0.56	16.1	B	TR	0.59	16.8	B		TR	0.61	18.2	B
	Int.		20.8	C	Int.		23.3	C		Int.		25.0	C
3rd Avenue and Atlantic Avenue													
EB	TR	0.71	29.1	C	TR	0.71	29.1	C		TR	0.70	28.1	C
WB	T	1.12	96.8	F	T	1.14	105.7	F	+	T	1.12	96.7	F
	R	0.81	42.2	D	R	0.90	53.1	D	+	R	0.77	36.7	D
NB	LTR	0.84	46.9	D	LTR	0.84	46.9	D		LTR	0.86	49.5	D
	Int.		63.9	E	Int.		69.1	E		Int.		63.5	E
Flatbush Avenue and Fulton Street													
EB	LTR	0.59	48.5	D	LTR	0.59	48.5	D					
WB	LT	1.16	154.4	F	LT	1.28	197.9	F	+				
	R	0.52	26.5	C	R	0.53	26.7	C					
NB	T	0.91	43.7	D	T	0.93	45.2	D		Unmitigated			
SB	L	1.96	498.6	F	L	2.01	521.9	F	+				
	T	0.59	17.1	B	T	0.60	17.3	B					
	Int.		88.6	F	Int.		95.7	F					
Flatbush Avenue and Lafayette Avenue*													
EB	L	1.40	243.2	F	L	1.48	278.4	F	+	L	1.43	255.5	F
	LT	0.87	55.4	E	LT	0.91	60.2	E	+	LT	0.89	55.8	E
NB	TR	1.03	62.0	E	TR	1.06	70.7	E	+	TR	1.06	70.7	E
SB	DefL	0.55	48.4	D	DefL	0.55	48.7	D		DefL	0.58	50.8	D
	T	0.78	19.8	B	T	0.79	20.0	C		T	0.80	21.1	C
	Int.		63.0	E	Int.		71.2	E		Int.		68.9	E
Flatbush Avenue and 4th Avenue													
NB	T	0.75	29.2	C	T	0.76	29.5	C					
SB	T	0.59	26.2	C	T	0.59	26.3	C		Unmitigated			
	R	1.42	233.2	F	R	1.54	283.4	F	+				
	Int.		45.8	D	Int.		89.5	F					
Flatbush Avenue and Atlantic Avenue													
EB	T	0.76	31.9	C	T	0.76	31.9	C		T	0.76	31.9	C
	R	0.80	53.3	D	R	0.80	53.3	D		R	0.78	50.5	D
WB	TR	1.60	316.8	F	TR	1.63	327.8	F	+	TR	1.59	309.3	F
	R	0.69	46.1	D	R	0.69	46.1	D		R	0.68	44.1	D
NB	T	0.75	29.0	C	T	0.77	29.4	C		T	0.77	29.4	C
SB	T	0.44	22.3	C	T	0.44	22.4	C		T	0.44	22.4	C
	Int.		112.3	F	Int.		116.0	F		Int.		110.5	F
4th Avenue and Atlantic Avenue													
EB	T	0.67	30.0	C	T	0.67	30.0	C		T	0.76	37.0	D
	R	0.28	28.1	C	R	0.28	28.1	C		R	0.32	33.4	C
WB	T	0.78	32.5	C	T	0.79	33.1	C		T	0.90	43.0	D
NB	L	0.90	78.7	E	L	0.90	78.7	E		L	0.90	78.7	E
	LR	0.88	74.9	E	LR	0.88	74.9	E		LR	0.88	74.9	E
	R	0.85	72.9	E	R	0.85	72.9	E		R	0.85	72.9	E
SB	LT	1.11	117.8	F	LT	1.12	122.9	F	+	LT	0.92	61.2	E
	R	0.68	61.9	E	R	1.00	115.0	F	+	R	0.79	64.7	E
	Int.		55.3	E	Int.		58.8	E		Int.		51.7	D
Ashland Place and Fulton Street													
EB	LT	1.75	371.4	F	LT	1.77	378.4	F	+				
	R	0.09	11.2	B	R	0.12	11.6	B					
WB	LT	0.71	22.1	C	LT	0.72	22.3	C					
	R	0.73	27.5	C	R	0.73	27.5	C					
NB	L	0.26	22.0	C	L	0.34	23.5	C		Unmitigated			
	TR	0.82	38.6	D	TR	0.86	42.8	D					
SB	L	0.59	39.7	D	L	0.64	45.1	D	+				
	TR	0.09	19.0	B	TR	0.09	19.0	B					
	Int.		123.3	F	Int.		123.6	F					

Notes:
L = Left-turn; T = Through; R = Right-turn; EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; Int. = Intersection, v/c Ratio = volume to capacity Ratio
+ Denotes significant adverse impact
* Traffic LOS results are shown to reflect the effects of the proposed pedestrian mitigation

Table S-10
2025 No Action, With Action, and Mitigation Conditions LOS Analysis
Weekday Midday Peak Hour

	Weekday Midday												
	2025 No Action				2025 With Action					2025 Mitigation			
Intersection	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS		Lane Group	v/c Ratio	Delay (sec)	LOS
Nevins Street and Schermerhorn Street													
EB	TR	1.25	146.1	F	TR	1.27	154.5	F	+	TR	1.24	142.2	F
WB	LT	0.37	14.3	B	LT	0.38	14.4	B		LT	0.36	13.6	B
SB	LTR	1.40	226.5	F	LTR	1.42	235.5	F	+	LT	0.82	45.6	D
										R	0.83	58.2	E
	Int.		159.9	F	Int.		167.7	F		Int.		93.7	F
3rd Avenue and Schermerhorn Street													
EB	L	1.22	164	F	L	1.23	168.2	F	+	L	1.20	153.5	F
NB	LT	1.04	85.4	F	LT	1.05	88.9	F	+	LT	1.02	79.5	E
	Int.		115.8	F	Int.		119.5	F		Int.		108.1	F
3rd Avenue and State Street													
EB	LT	1.34	226.4	F	LT	1.37	239.1	F	+	LT	1.32	214.9	F
NB	TR	0.49	8.1	A	TR	0.50	8.2	A		TR	0.51	8.7	A
	Int.		73.6	E	Int.		78.0	E		Int.		71.0	E
Flatbush Avenue and Fulton Street													
EB	LTR	0.80	72.6	E	LTR	0.81	74.3	E					
WB	LT	1.40	246.3	F	LT	1.43	259.2	F	+				
	R	0.17	16.7	B	R	0.18	16.8	B					
NB	T	1.17	121.6	F	T	1.17	122.4	F		Unmitigated			
SB	L	2.68	814.3	F	L	2.69	821.1	F	+				
	T	0.66	18.5	B	T	0.66	18.5	B					
	Int.		201.6	F	Int.		204.3	F					
Flatbush Avenue and Lafayette Avenue*													
EB	L	2.05	529.6	F	L	2.06	535.6	F	+	L	1.99	503.1	F
	LT	0.88	55.6	E	LT	0.89	56.6	E		LT	0.87	52.9	D
NB	TR	1.13	101.2	F	TR	1.14	102.0	F		TR	1.14	102.0	F
SB	DefL	0.69	56.8	E	DefL	0.70	57.4	E		DefL	0.73	60.8	E
	T	0.95	33.7	C	T	0.95	33.9	C		T	0.96	36.8	D
	Int.		113.1	F	Int.		114.4	F		Int.		111.8	F
Flatbush Avenue and 4th Avenue													
NB	T	0.74	28.9	C	T	0.74	28.9	C		T	0.73	27.9	C
SB	T	0.96	48.4	D	T	0.96	48.5	D		T	0.94	44.9	D
	R	1.48	260.7	F	R	1.50	267.4	F	+	R	1.47	255.6	F
	Int.		84.5	F	Int.		86.3	F		Int.		82.2	F
Ashland Place and Fulton Street													
EB	LT	1.81	392.3	F	LT	1.82	396.7	F	+	LT	1.76	372.7	F
	R	0.16	12.0	B	R	0.17	12.1	B		R	0.17	11.5	B
WB	LT	0.76	28.0	C	LT	0.76	28.4	C		LT	0.71	24.2	C
	R	0.69	24.6	C	R	0.69	24.6	C		R	0.67	22.8	C
NB	L	0.66	34.2	C	L	0.69	35.8	D		L	0.71	38.4	D
	TR	0.55	26.5	C	TR	0.56	26.7	C		TR	0.58	28.0	C
SB	L	0.57	32.7	C	L	0.58	33.0	C		L	0.61	35.6	D
	TR	0.19	20.1	C	TR	0.19	20.1	C		TR	0.19	20.8	C
	Int.		160.4	F	Int.		161.3	F		Int.		152.3	F
Ashland Place and Lafayette Avenue													
EB	LTR	1.00	41.9	D	LTR	1.01	44.5	D		LTR	1.01	44.5	D
NB	TR	0.74	30.0	C	TR	0.77	31.5	C		TR	0.77	31.5	C
SB	LT	0.97	75.8	E	LT	1.01	87.9	F	+	LT	0.89	55.4	E
	Int.		44.0	D	Int.		47.6	D		Int.		43.4	D
Fort Greene Place and Hanson Place													
EB	TR	0.57	18.4	B	TR	0.59	19.1	B		TR	0.62	21.0	C
WB	LT	0.42	15.4	B	LT	0.42	15.5	B		LT	0.45	16.9	B
NB	LR	0.97	55.6	E	LR	1.00	64.7	E	+	LR	0.95	51.1	D
SB	LTR	0.33	13.2	B	LTR	0.33	13.3	B		LTR	0.32	12.5	B
	Int.		30.4	C	Int.		34.0	C		Int.		29.6	C

Notes:
L = Left-turn; T = Through; R = Right-turn; EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; Int. = Intersection
+ Denotes significant adverse impact
* Traffic LOS results are shown to reflect the effects of the proposed pedestrian mitigation

Table S-11
2025 No Action, With Action, and Mitigation Conditions LOS Analysis
Weekday PM Peak Hour

Intersection	Weekday PM											
	2025 No Action				2025 With Action				2025 Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Nevins Street and Schermerhorn Street												
EB	TR	1.16	109.4	F	TR	1.22	134.8	F +	TR	1.17	112.3	F
WB	LT	0.23	11.7	B	LT	0.24	11.8	B	LT	0.23	10.7	B
SB	LTR	1.48	257.7	F	LTR	1.55	288.1	F +	LT	0.92	57.8	E
									R	0.97	88.0	F
	Int.		162.6	F	Int.		189.3	F	Int.		84.9	F
Nevins Street and State Street												
EB	TR	0.78	37.7	D	TR	0.79	38.7	D	TR	0.79	38.7	D
SB	LT	0.90	36.8	D	LT	1.00	55.8	E +	LT	0.94	42.4	D
	Int.		37.2	D	Int.		49.2	D	Int.		40.9	D
3rd Avenue and Schermerhorn Street												
EB	L	1.16	140.0	F	L	1.17	143.7	F +	L	1.14	130.0	F
NB	LT	0.94	60.5	E	LT	0.99	70.6	E +	LT	0.96	63.7	E
	Int.		90.9	F	Int.		97.9	F	Int.		88.5	F
3rd Avenue and State Street												
EB	LT	1.65	357.5	F	LT	1.84	441.3	F +	LT	1.63	343.3	F
NB	TR	0.41	7.10	A	TR	0.43	7.30	A	TR	0.46	8.60	A
	Int.		134.9	F	Int.		172.7	F	Int.		136.2	F
Flatbush Avenue and DeKalb Avenue												
WB	LTR	1.67	349.3	F	LTR	1.68	350.9	F	LTR	1.68	350.9	F
NB	T	0.87	32.4	C	T	0.89	33.7	C	T	0.88	32.0	C
SB	TR	1.03	57.3	E	TR	1.04	61.3	E +	TR	1.02	55.3	E
	Int.		118.9	F	Int.		120.6	F	Int.		117.4	F
Flatbush Avenue and Fulton Street												
EB	LTR	0.84	74.4	E	LTR	0.90	88.4	F +				
WB	LT	1.50	290.5	F	LT	1.71	379.7	F +				
	R	0.37	19.8	B	R	0.39	20.3	C				
NB	T	0.95	52.1	D	T	0.97	54.5	D	Unmitigated			
SB	L	2.40	690.0	F	L	2.43	704.4	F +				
	T	0.66	18.3	B	T	0.67	18.4	B				
	Int.		147.9	F	Int.		159.3	F				
Flatbush Avenue and Lafayette Avenue*												
EB	L	1.71	378.9	F	L	1.79	415.8	F +	L	1.65	354.2	F
	LT	0.95	65.8	E	LT	0.97	71.7	E +	LT	0.92	59.2	E
NB	TR	1.11	94.0	F	TR	1.13	101.4	F +	TR	1.13	101.4	F
SB	DefL	0.56	44.1	D	DefL	0.57	44.6	D	DefL	0.61	48.1	D
	T	0.96	34.0	C	T	0.98	36.2	D	T	1.00	43.7	D
	Int.		89.8	E	Int.		98.0	F	Int.		93.7	F
Flatbush Avenue and 4th Avenue												
NB	T	0.71	27.8	C	T	0.71	28.0	C				
SB	T	0.89	39.4	D	T	0.91	40.6	D	Unmitigated			
	R	1.57	298.1	F	R	1.67	340.7	F +				
	Int.		94.1	F	Int.		107.2	F				
Flatbush Avenue and Atlantic Avenue												
EB	T	1.04	68.5	E	T	1.04	69.9	E	T	1.04	69.9	E
	R	1.56	311.5	F	R	1.56	311.5	F	R	1.51	286.9	F
WB	TR	1.38	218.6	F	TR	1.40	225.8	F +	TR	1.36	209.4	F
	R	0.98	89.6	F	R	0.98	89.6	F	R	0.95	81.6	F
NB	T	0.73	28.2	C	T	0.74	28.4	C	T	0.74	28.4	C
SB	T	0.67	26.8	C	T	0.68	27.0	C	T	0.68	27.0	C
	Int.		98.4	F	Int.		100.3	F	Int.		94.9	F
Ashland Place and Fulton Street												
EB	LT	2.09	516.8	F	LT	2.11	526.7	F +				
	R	0.18	12.3	B	R	0.21	12.6	B				
WB	LT	1.33	193.2	F	LT	1.35	199.0	F +				
	R	0.65	25.2	C	R	0.65	25.2	C				
NB	L	0.87	55.5	E	L	1.08	103.5	F +	Unmitigated			
	TR	0.62	28.5	C	TR	0.69	30.8	C				
SB	L	0.95	77.9	E	L	1.03	102.7	F +				
	TR	0.34	22.5	C	TR	0.34	22.5	C				
	Int.		240.6	F	Int.		245.7	F				
Ashland Place and Lafayette Avenue												
EB	LTR	0.81	24.9	C	LTR	0.84	26.6	C	LTR	0.90	33.7	C
NB	TR	0.84	54.1	D	TR	0.99	78.8	E +	TR	0.90	56.9	E
SB	LT	1.20	166.3	F	LT	1.42	258.7	F +	LT	1.13	135.9	F
	Int.		49.8	D	Int.		68.8	E	Int.		52.3	D
Fort Greene Place and Hanson Place												
EB	TR	0.75	25.7	C	TR	0.78	28.0	C	TR	0.90	44.2	D
WB	LT	0.57	20.0	B	LT	0.59	20.6	C	LT	0.76	34.8	C
NB	LR	1.07	85.8	F	LR	1.24	146.7	F +	LR	1.08	83.4	F
SB	LTR	0.41	14.6	B	LTR	0.45	15.1	B	LTR	0.40	12.3	B
	Int.		41.7	D	Int.		64.3	E	Int.		49.4	D

Notes: L = Left-turn; T = Through; R = Right-turn; EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound; Int. = Intersection
+ Denotes significant adverse impact
* Traffic LOS results are shown to reflect the effects of the proposed pedestrian mitigation

Nevins Street and Schermerhorn Street

The significant adverse impacts at the southbound approach of this intersection during the weekday AM and midday peak hours could be fully mitigated by restriping southbound approach with one 11-foot shared left-through lane and one 11-foot right turn lane, shifting 1 second of green time from the southbound phase to the eastbound phase, and changing the parking regulation on the west curbside of southbound approach to No Standing Anytime. The

significant adverse impact at the southbound approach during the weekday PM peak hour could be fully mitigated by the same mitigation measures described above but would require a shift of 2 seconds of green time from the southbound phase to the eastbound phase.

Nevins Street and State Street

The significant adverse impact at the southbound approach of this intersection during the weekday PM peak hour could be fully mitigated by changing the parking regulation on the west curbside of the southbound approach to 1 hour metered parking 9 AM to 4 PM and No Standing 4 PM to 7 PM except Sunday.

3rd Avenue and Schermerhorn Street

The significant adverse impacts at the eastbound and northbound approaches at this intersection during the weekday AM peak hour could be fully mitigated by shifting 3 seconds of green time from the all-pedestrian phase, with 1 second to the eastbound phase and 2 seconds to northbound phase. The significant adverse impacts at the eastbound and northbound approaches at this intersection during the weekday midday and PM peak hours could be fully mitigated by shifting 2 seconds of green time from the all-pedestrian phase, with 1 second to the eastbound phase and 1 second to northbound phase.

3rd Avenue and State Street

The significant adverse impacts at the eastbound approach at this intersection during the midday, and PM peak hours could be fully mitigated by shifting 1 and 3 seconds of green time from the northbound phase to the eastbound phase, respectively.

3rd Avenue and Atlantic Avenue

The significant adverse impact at the westbound through and westbound right at this intersection during the weekday AM peak hour could be fully mitigated by shifting 1 second of green time from the northbound phase to the eastbound/westbound phase, and by changing the parking regulation on the north curbside of the westbound approach to No Standing 7 AM to 10 AM, 2 hour metered parking 10 AM to 7 PM, except Sunday.

Flatbush Avenue and DeKalb Avenue

The significant adverse impacts at the southbound approach at this intersection during the weekday PM peak hour could be fully mitigated by shifting 1 second of green time from the eastbound/westbound leading pedestrian interval phase to the northbound/southbound phase.

Flatbush Avenue and Fulton Street

The significant adverse impacts at the westbound left-through and southbound left-turn during the weekday AM, midday, and PM peak hours, and at the eastbound approach during the weekday PM peak hour, could not be mitigated.

Flatbush Avenue and Lafayette Avenue

The significant adverse impacts at the eastbound left-turn during the weekday AM, midday, and PM peak hours, at the eastbound left-through during the weekday PM peak hour, and northbound approach during the weekday AM and PM peak hours could not be mitigated.

Flatbush Avenue and State Street

The eastbound approach at the Flatbush Avenue and State Street intersection would operate at a LOS better than mid-LOS D in the weekday AM, midday, and PM peak hours in the 2025 With Action condition. The eastbound approach would be a location with a potential for additional significant traffic impacts that would be fully mitigated by installing a traffic signal, should the DOT project not signalize the intersection as proposed in their 2016 plans.

Flatbush Avenue and 4th Avenue

The significant adverse impact at the southbound right-turn during the weekday midday peak hour could be fully mitigated by shifting 1 second of green time from the all-pedestrian phase to the northbound/southbound phase. The significant adverse impact at the southbound right-turn during the weekday AM and PM peak hours could not be fully mitigated.

Flatbush Avenue and Atlantic Avenue

The significant adverse impact at the westbound through-right during the weekday AM and PM peak hour could be fully mitigated by shifting 1 second of green time from the eastbound-through only phase to the eastbound/westbound phase.

4th Avenue and Atlantic Avenue

The significant adverse impacts at the southbound left-through and right-turn during the weekday AM peak hour could be fully mitigated by shifting 6 seconds of green time from the eastbound/westbound phase to the southbound phase.

Ashland Place and Fulton Street

The significant adverse impact at the eastbound left-through during the weekday midday peak hour could be fully mitigated by shifting 1 second of green time from the northbound/southbound phase to the eastbound/westbound phase. The significant adverse impacts at the eastbound left-through, westbound left-through, northbound left, and southbound left during the weekday AM and PM peak hour could not be mitigated.

Ashland Place and Lafayette Avenue

The significant adverse impact at the southbound approach during the weekday midday peak hour could be fully mitigated by changing the parking regulation on the west curbside of the southbound approach to No Standing 11 AM to 2 PM Monday to Friday. The significant adverse impacts at the southbound approach and northbound approach during the weekday PM peak hour could be fully mitigated by the same mitigation measures described above and by shifting 4 seconds of green time from the eastbound phase to the northbound/southbound phase.

Fort Greene Place and Hanson Place

The significant adverse impacts at the northbound approach during the weekday midday and PM peak hours could be fully mitigated by shifting 1 and 3 seconds of green time from the eastbound/westbound phase to the northbound/southbound phase, respectively.

Effects of Traffic Mitigation on Pedestrian Operations

As described above, intersection operations would improve overall with the implementation of the recommended traffic mitigation measures, which include changes to existing signal timings, parking regulations, and lane geometries. A review of the effects of these changes on pedestrian circulation and service levels at intersection corners and crosswalks showed that they would not alter the conclusions made for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts.

Pedestrians

As discussed in Chapter 11, “Transportation,” pedestrian conditions were evaluated at 8 sidewalks, 9 corner reservoirs, and 10 crosswalks for the weekday AM, midday, and PM peak hours. In the 2025 With Action condition, the proposed project would result in significant adverse pedestrian impacts at the north crosswalk at 3rd Avenue and State Street during the weekday AM, midday, and PM peak hours, and at the south crosswalk at Flatbush Avenue and Lafayette Avenue / Schermerhorn Street during the weekday PM peak hour.

The pedestrian mitigation measures and mitigated conditions are summarized in **Table S-12**. Implementation of these measures would be subject to approval by DOT prior to implementation. Measures that consist of crosswalk restriping and signal timing changes within certain guidelines are generally considered feasible.

Table S-12
2025 No Action, With Action, and Mitigation Conditions
Pedestrian LOS Analysis

Location	Mitigation Measures	2025 No Action		2025 With Action		2025 Mitigation	
		SFP	LOS	SFP	LOS	SFP	LOS
Weekday AM Peak Hour							
North Crosswalk of 3rd Avenue and State Street	Widen the north crosswalk by 3 feet, from 11.5 feet to 14.5 feet	28.85	C	19.06	D	24.93	C
Weekday Midday Peak Hour							
North Crosswalk of 3rd Avenue and State Street	Widen the north crosswalk by 3 feet, from 11.5 feet to 14.5 feet	8.20	E	6.63	F	8.76	E
Weekday PM Peak Hour							
North Crosswalk of 3rd Avenue and State Street	Widen the north crosswalk by 3 feet, from 11.5 feet to 14.5 feet	7.66	F	5.59	F	7.43	F
South Crosswalk of Flatbush Avenue and Lafayette Avenue / Schermerhorn Street	Shift 2 seconds of green time from the NB/SB phase to the EB/WB phase	16.55	D	13.60	E	15.33	D

As outlined in Chapter 11, "Transportation," the 4th Avenue and Flatbush Avenue intersection would be a location with a potential for additional significant pedestrian impacts whose mitigation would be investigated in the FEIS, should the DOT project not signalize the intersection of State Street and Flatbush Avenue to provide an additional signalized pedestrian crossing at State Street as proposed in their 2016 plans. In addition, the Lafayette Avenue and Flatbush Avenue and Schermerhorn Street and Flatbush Avenue intersections would be locations with a potential for additional significant pedestrian impacts whose mitigation would be investigated in the FEIS, should the DOT project not close Schermerhorn Street between 3rd Avenue and Flatbush Avenue to provide the pedestrian plaza as proposed in their 2016 plans.

Effects of Pedestrian Mitigation on Traffic Operations

Because signal timing changes were also recommended for the weekday PM peak period, a review of the effects of these changes on traffic operations were undertaken at the affected intersections. This review concluded that the recommended shift in signal timing would not result in the potential for any additional intersections to have significant adverse traffic impacts.

Mitigation Implementation

Subject to the approvals of DOT, the above recommended mitigation measures would be implemented to mitigate the projected significant adverse traffic impacts at the completion of the proposed project in 2025.

CONSTRUCTION

Noise

Chapter 16, "Construction," concludes that the proposed project would have the potential to result in significant adverse construction noise impacts throughout the project site and at sensitive receptors in the vicinity of the project site. The detailed modeling analysis concluded that construction of the proposed project has the potential to result in construction noise levels that exceed *CEQR Technical Manual* noise impact criteria for an extended period of time at residences immediately across State Street south of the project site, the existing Khalil Gibran

International Academy, and residences along 3rd Avenue between Schermerhorn Street and Atlantic Avenue.

Construction noise levels of this magnitude for such an extended duration would constitute a significant adverse impact. Field observations determined that many of these buildings have insulated glass windows and alternate means of ventilation (i.e., air conditioning). Even with these measures, buildings with this construction would be expected to experience interior $L_{10(1)}$ values greater than the 45 dBA guideline recommended for residential and community spaces according to CEQR noise exposure guidelines. Older buildings that do not include insulated windows and alternate means of ventilation would be expected to experience higher interior noise levels.

Between the DEIS and FEIS, additional control measures beyond those already identified in Chapter 16, “Construction,” will be explored to determine if there are feasible and practicable measures that could mitigate the potential construction noise impacts listed above. Such measures would include source controls (e.g., changes to construction equipment or logistics) and/or path controls (e.g., noise barriers or enclosures) and will be focused on the dominant sources of construction noise identified in the construction noise analysis, i.e., demolition, excavation, and foundation construction. In the event that no additional practicable and feasible mitigation measures are determined, the significant adverse construction noise impacts identified in Chapter 16, "Construction," would be unavoidable.

ALTERNATIVES

In accordance with the *CEQR Technical Manual*, alternatives selected for consideration in an EIS are generally those that are feasible and have the potential to reduce, eliminate, or avoid any adverse impacts of a proposed action while meeting some or all of the goals and objectives of the action. As described above, the proposed actions consist of a series of land use approvals to facilitate the redevelopment of the project site with a new mixed residential, community facility, and commercial development. Therefore, the alternatives discussed in this EIS were assessed to determine to what extent they would meet the goals and objectives of the proposed project, namely to facilitate the productive use of the project site by replacing the existing Khalil Gibran International Academy with a state-of-the-art facility to achieve a better learning environment, providing an additional 350-seat-capacity lower school in CSD 15, and the creation of affordable housing, cultural space, and office space.

NO ACTION ALTERNATIVE

The No Action Alternative examines future conditions on the project site and surrounding area, but assumes the absence of the proposed actions (i.e., none of the discretionary approvals proposed as part of the proposed actions would be adopted). Under the No Action Alternative, existing zoning would remain in the area affected by the proposed actions. It is anticipated that the non-City-owned portion of the project site would be developed with an as-of-right mixed-use building (400 feet in height, including bulkhead) that complies with the current zoning regulations, and that the Khalil Gibran International Academy would remain in its existing facility. With the No Action Alternative, no replacement school facility would be provided for Khalil Gibran International Academy, and a new lower school would not be provided. The obsolete conditions of the existing high school would continue and the increased school capacity that would occur with the new 350-seat lower school would not be achieved. In addition, as compared to the proposed actions, the benefits associated with improved economic activity,

cultural community facility space, and the substantial amount of affordable housing would be not realized.

NO UNMITIGATED SIGNIFICANT ADVERSE IMPACTS ALTERNATIVE

The No Unmitigated Significant Adverse Impacts Alternative examines a scenario in which the density and other components of the proposed actions are changed specifically to avoid the unmitigated significant adverse impacts associated with the proposed actions. There is the potential for the proposed actions to result in unmitigated significant adverse impacts related to shadows, historic and cultural resources, transportation (traffic), and construction (noise).

UNAVOIDABLE ADVERSE IMPACTS

The proposed actions would result in significant adverse impacts with respect to shadows, historic and cultural resources, transportation, and construction. To the extent practicable, mitigation has been proposed for these identified significant adverse impacts. However, in some instances no practicable mitigation has been identified to fully mitigate significant adverse impacts, and there are no reasonable alternatives to the proposed project that would meet the proposed actions' purpose and need, eliminate potential impacts, and not cause other or similar significant adverse impacts. In other cases, mitigation has been proposed, but absent a commitment to implement the mitigation, the impacts may not be eliminated.

As described above in "Mitigation," a number of the potential impacts identified for the proposed project could be mitigated. However, as described below, in some cases, impacts from the proposed project would not be fully mitigated.

SHADOWS

As described in Chapter 6, "Shadows," the proposed actions would result in significant adverse shadow impacts to three open spaces. The detailed analysis found that the Rockwell Place Bears Community Garden, the BAM South Plaza at 300 Ashland Place, and Temple Square would be potentially significantly impacted by new shadow originating from the proposed project.

The *CEQR Technical Manual* identifies several different measures that could mitigate significant adverse shadow impacts on open spaces. These measures include relocating or replacing vegetation; undertaking additional maintenance to reduce the likelihood of species loss; or providing replacement facilities on another nearby site. CEQR guidelines also discuss alternatives that may reduce or eliminate shadow impacts, including reorientation of building bulk or reorientation of the site plan. Due to the narrowness of the project site and its immediate proximity to the impacted resources, it is not possible to alter the site plan so as to avoid a substantial amount of shadow being cast on these open spaces.

Potentially feasible mitigation for the significant adverse impacts to Rockwell Place Bears Community Garden and BAM South Plaza could include replacing some vegetation with more shade-tolerant species; undertaking additional maintenance to reduce the likelihood of species loss; providing additional maintenance funding; and/or helping to enhance other nearby open spaces. The co-applicants will consult with NYC Parks and the DCP between the DEIS and FEIS to develop suitable mitigation to partially offset this significant adverse impact to park users and the park's vegetation. With respect to Temple Square, the only potentially feasible mitigation for the significant adverse impact could include replacing some vegetation with more shade-tolerant species and undertaking additional maintenance to reduce the likelihood of species loss. Any future plantings should be shade-tolerant, but to the extent that they are not, future plantings would also be impacted by project-generated shadows.

The co-applicants will consult with NYC Parks, DOT, and/or DCP between the DEIS and FEIS to develop suitable mitigation to partially offset the significant adverse impacts. If feasible mitigation is found, the impacts will be considered partially mitigated. In the absence of feasible mitigation, the proposed project would result in unmitigated significant adverse shadow impacts.

HISTORIC AND CULTURAL RESOURCES

As discussed in Chapter 7, "Historic and Cultural Resources," and Chapter 19, "Mitigation," the proposed project would result in a significant adverse impact to the historic resource on the western portion of the project site (Lot 1), the five connected school buildings currently occupied by the Khalil Gibran International Academy, which the LPC has determined to be eligible for NYCL designation and for listing on the S/NR.

Measures to mitigate this impact are being developed in consultation with LPC. Per the guidelines of the *CEQR Technical Manual*, possible mitigation measures for significant adverse effects on architectural resources include redesign (i.e., relocating the action away from the resource, or redesign of the proposal to be more compatible with the resource), adaptive reuse, CPP, data recovery/recordation, or relocation of the architectural resource. If feasible mitigation measures are not identified, or the impact can only be partially mitigated, the significant adverse impact would be an unavoidable impact of the proposed actions.

TRANSPORTATION

As discussed in Chapter 11, "Transportation," and Chapter 19, "Mitigation," the significant adverse vehicular traffic impacts at the intersections of Flatbush Avenue and Fulton Street during the AM, midday, and PM peak hours; Flatbush Avenue and Lafayette Avenue during the AM, midday, and PM peak hours; Flatbush Avenue and 4th Avenue during the AM and PM peak hours; and Fulton Street and Ashland Place during the AM and PM peak hours that would potentially occur could not be fully mitigated with standard traffic mitigation measures. Because these impacts cannot be fully mitigated, the impacts would constitute an unavoidable impact of the proposed actions.

CONSTRUCTION

The detailed analysis of construction noise determined that construction of the proposed project has the potential to result in construction noise levels that would constitute temporary significant adverse impacts at residences immediately across State Street south of the project site, the existing Khalil Gibran International Academy, and residences along 3rd Avenue between Schermerhorn Street and Atlantic Avenue.

The affected residences on State Street would experience exterior noise levels in the mid-70s dBA, which represent increases in noise level up to approximately 13 dBA compared with existing levels, for intermittent periods during approximately 18 non-consecutive months during construction at the middle and eastern portions of the site. During the remainder of the construction period, the affected residences on State Street would at times experience exterior noise levels in the mid-70s dBA, which represent increases in noise level up to approximately 10 dBA. The affected residences on the west side of 3rd Avenue would experience exterior noise levels in the mid-70s dBA, which represent increases in noise level up to approximately 11 dBA compared with existing levels, for portions of up to approximately 12 months during construction at the middle and eastern portions of the site. During the remainder of the construction period, the affected residences on the west side of 3rd Avenue would at times experience exterior noise levels in the mid-70s dBA, which represent increases in noise level up

to approximately 8 dBA. The affected residences on the east side of 3rd Avenue would experience exterior noise levels in the mid-70s dBA, which represent increases in noise level up to approximately 6 dBA compared with existing levels, for up to approximately 10 months during construction at the middle and eastern portion of the site. The Khalil Gibran International Academy would at times experience exterior noise levels in the mid-70s dBA, resulting in increases in noise level up to approximately 12 dBA compared to existing levels for portions of up to approximately 25 months during construction at the middle and eastern portions of the site.

Potential construction noise levels of this magnitude over the course of such an extended duration would constitute a temporary significant adverse impact. Field observations determined that many of these buildings have insulated glass windows and alternate means of ventilation (i.e., air conditioning). Even with these measures, buildings with these constructions would be expected to experience episodic interior $L_{10(1)}$ values greater than the 45 dBA guideline recommended for residential and community spaces according to CEQR noise exposure guidelines. Older buildings that do not include insulated windows and alternate means of ventilation would be expected to experience higher interior noise levels. There are no feasible and practicable mitigation measures that would be able to reduce or eliminate the potential significant adverse noise impacts. Source or path controls beyond those already identified for the construction of the proposed project would not be effective in reducing the level of construction noise at the receptors that have the potential to experience significant adverse construction noise impacts. Additional noise receptor controls at these locations would require change to the buildings' design that would have disproportionately high cost considering that the potential noise impacts would be temporary, the interior noise levels during construction are expected to be no more than approximately 10 dBA over the acceptable threshold levels, and that the potential impacts would be limited to construction hours, which would not include regular nighttime or weekend periods with limited exceptions that would require variances from the DOB. This temporary significant adverse impact would be an unavoidable impact of the proposed actions.

GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTIONS

The term "growth-inducing aspects" generally refers to the potential for a proposed project to trigger additional development in areas outside the project site that would otherwise not have such development without the proposed project. The *CEQR Technical Manual* indicates that an analysis of the growth-inducing aspects of a proposed project is appropriate when the project (1) adds substantial new land use, residents, or new employment that could induce additional development of a similar kind or of support uses, such as retail establishments to serve new residential uses; and/or (2) introduces or greatly expands infrastructure capacity.

As described above, the proposed actions are intended to replace the existing Khalil Gibran International Academy with a new modern high school as well as provide a new lower school to increase public school capacity. In addition, the proposed actions would encourage economic development in Downtown Brooklyn by providing new office space and a significant amount of needed affordable housing.

The proposed actions would result in more intensive land uses on the project site. However, it is not anticipated that the proposed actions would generate significant secondary impacts resulting in substantial new development in nearby areas. As stated above in "Socioeconomic Conditions," the proposed actions would not introduce a new economic activity that would alter existing economic patterns in the study area. The neighborhoods surrounding the project site are developed with residential, commercial, and institutional spaces and substantial amounts of new housing and commercial development is expected by the proposed project's 2025 build year. As

the study area already has a well-established residential market and a critical mass of non-residential uses, including retail, office, and community facility uses, the proposed actions would not create the critical mass of uses or populations that would induce additional development outside the project site. Moreover, the proposed actions do not include the introduction of new infrastructure or an expansion of infrastructure capacity that would result in indirect development; any proposed infrastructure improvements would be made to support development of the proposed project itself. Therefore, the proposed actions would not induce significant new growth in the surrounding area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Resources, both natural and built, would be expended in the construction and operation of the proposed project. These resources include the materials used in construction; energy in the form of fuel and electricity consumed during construction and operation of the proposed project; and the human effort (i.e., time and labor) required to develop, construct, and operate various components of the proposed project. These are considered irretrievably committed because their reuse for some other purpose would be highly unlikely.

The proposed project constitutes an irreversible and irretrievable commitment of the project site as a land resource, thereby rendering land use for other purposes infeasible, at least in the near term. However, the land use changes that would occur as a result of the proposed actions would make more efficient use of the land occupying the project site and the proposed project would be compatible in terms of use and scale with existing conditions and trends in the area as a whole. The project site does possess any natural resource of significant value, and the site has in large part been previously developed.

These commitments of land resources and materials are weighed against the benefits of the proposed project. The proposed actions are intended to replace the existing Khalil Gibran International Academy with a new modern high school as well as provide a new lower school to increase public school capacity. In addition, the proposed actions would encourage economic development in Downtown Brooklyn by providing new office space, a significant amount of needed affordable housing, new cultural community facility space, and retail. Although the proposed project would require an irretrievable commitment of resources, it would provide a public benefit in the form of new public schools, housing (including affordable housing), and commercial development to support and ensure the long-term residential and commercial viability of Downtown Brooklyn. ✷

Chapter 1: Project Description

A. IDENTIFICATION OF THE PROPOSED PROJECT

The co-applicants, the New York City Educational Construction Fund (ECF) and 80 Flatbush Avenue, LLC, are seeking a rezoning and other actions to allow the construction of a mixed-use development, which includes a larger replacement facility for an existing high school, a new lower school, and new residential, office, retail, and cultural community facility space (the "proposed project"). The proposed project is located on Block 174, Lots 1, 9, 13, 18, 23, and 24 in Downtown Brooklyn (the "project site") (see **Figures 1-1 and 1-2**). The project site is located on the full block bounded by Schermerhorn Street to the north, Flatbush Avenue to the east, State Street to the south, and 3rd Avenue to the west. It is located in Brooklyn Community District (CD) 2.

The proposed project would result in the redevelopment of the site with a new 350-seat lower school, a 350-seat replacement facility for the Khalil Gibran International Academy, up to 922 dwelling units (DUs) (approximately 830,000 gross square feet [gsf]), including approximately 200 affordable DUs[1], approximately 245,000 gsf of office space, 50,000 gsf of retail space, and a 15,000-gsf cultural community facility. Based on the currently proposed design, two of the existing five Khalil Gibran International Academy school buildings currently on the project site would be retained and adaptively reused in the proposed development. The proposed project would be approximately 1,285,000 gsf.

The project site is currently under the control of the City of New York (Block 174, Lot 1) and 80 Flatbush Avenue, LLC, (Block 174, Lots 9, 13, 18, 23, and 24). The western portion of the project site (Lot 1) is currently occupied by the Khalil Gibran International Academy, which is operated by the New York City Department of Education (DOE). The remainder of the site is under private ownership and is currently a mix of residential and commercial property, as described further below.

The proposed project would require several City and state discretionary approvals (the "proposed actions"). The following discretionary zoning actions will be reviewed through the Uniform Land Use Review Procedure (ULURP): (i) zoning map changes to rezone the underlying C6-2 district to a C6-9 district with a floor area ratio (FAR) of 18 on the affected block within the Special Downtown Brooklyn District (SDBD); (ii) zoning text changes affecting the proposed C6-9 district in the SDBD; (iii) zoning text changes to designate the rezoned area as a Mandatory Inclusionary Housing Area (MIHA); (iv) zoning text changes to provide a special permit in C6-9 districts in the SDBD for a modification of tower lot coverage, height, setback, and ground-floor regulations, required parking and loading berths, and certain

[1] As part of the proposed project, approximately 20 percent of the residential floor area would be affordable to households earning an average of 60 percent of Area Median Income (AMI); however, to ensure a conservative analysis in the Environmental Impact Statement (EIS), the assessments of Indirect Residential Displacement in Chapter 3, "Socioeconomic Conditions," and Child Care in Chapter 4, "Community Facilities and Services," assume 184 affordable DUs and 225 affordable DUs, respectively.

ECF 80 FLATBUSH AVENUE

Project Location
Figure 1-1

1/3/2018

Project Site

0 200 FEET

Aerial
Figure 1-2

ECF 80 FLATBUSH AVENUE

MIH requirements for projects on zoning lots with sites owned by ECF; and (v) a special permit relating to regulations in (iv) above. Other discretionary actions will be the transfer, reallocation and lease of property among the developer, ECF, and the City to allow for the City schools in the new location, the proposed development, and ECF financing. Additionally, ECF would issue tax exempt bonds to facilitate construction of the schools.

The proposed project requires review under City Environmental Quality Review (CEQR) and the State Environmental Quality Review Act (SEQRA). CEQR and SEQRA provide a means for decision makers and other government agencies to consider systematically environmental effects, along with other aspects of project planning and design, to evaluate reasonable alternatives, and to identify, and mitigate where practicable, any significant adverse environmental impacts. As a disclosure document, the Draft Environmental Impact Statement (DEIS) will afford stakeholders and the community the opportunity to provide meaningful comments on the potential for significant adverse impacts. ECF is serving as lead agency for the environmental review. The New York City Department of City Planning (DCP) is an involved agency.

B. PROJECT DESCRIPTION AND PURPOSE AND NEED

PROJECT SITE

The project site is Block 174, Lots 1, 9, 13, 18, 23, and 24 in Downtown Brooklyn. As shown in **Figures 1-1 and 1-2**, the project site consists of the 61,399-sf block bounded by Schermerhorn Street to the north, Flatbush Avenue to the east, State Street to the south, and 3rd Avenue to the west. Approximately 29 percent (or 17,500 sf) of the project site is under the control of the City of New York. The remaining approximately 71 percent (or 43,899 sf) is controlled by 80 Flatbush Avenue, LLC.

The western, City-owned portion of the project site (Lot 1) is currently occupied by the Khalil Gibran International Academy. The Khalil Gibran International Academy is comprised of five connected buildings that were constructed at different times (School Buildings 1 through 5):

- School Building 1 is located at the northeast corner of 3rd Avenue and State Street;
- School Building 2 is located at 3rd Avenue and Schermerhorn Street (362 Schermerhorn Street);
- School Buildings 3 and 4 are located midblock on 3rd Avenue, between School Buildings 1 and 2; and
- School Building 5 is a townhouse located on State Street adjacent to School Building 2.

The remainder of the site currently contains approximately 83,000 gsf of commercial office space in two buildings, four non-rent-stabilized DUs, and a small amount of retail space in two buildings. All residential and commercial leases are set to expire on or before 2019.

(E) DESIGNATIONS ASSIGNED TO THE SITE

Portions of the project site were assigned an (E) Designation for hazardous materials and noise, as listed in Appendix C of the Zoning Resolution. The lots were mapped with E-124 in connection with the Downtown Brooklyn Rezoning (CEQR No. 03DME016K, ULURP No. 040171 ZMK), dated June 28, 2004.

With respect to hazardous materials, the (E) Designation applies to Block 174, Lots 9, 13, 18, 23, and 24. The (E) Designation requires that a Phase I of the site be submitted to the New York City Office of Environmental Remediation (OER) for review and approval, along with a soil and groundwater testing protocol. OER will make a determination regarding whether remediation is

necessary based on the results of the testing. If remediation is indicated from the test results, a proposed remediation plan must be submitted to OER for review and approval. The co-applicants must complete such remediation as determined necessary by OER, and provide documentation that the work has been satisfactorily completed. In addition, an OER-approved construction-related health and safety plan would be implemented during excavation and construction activities.

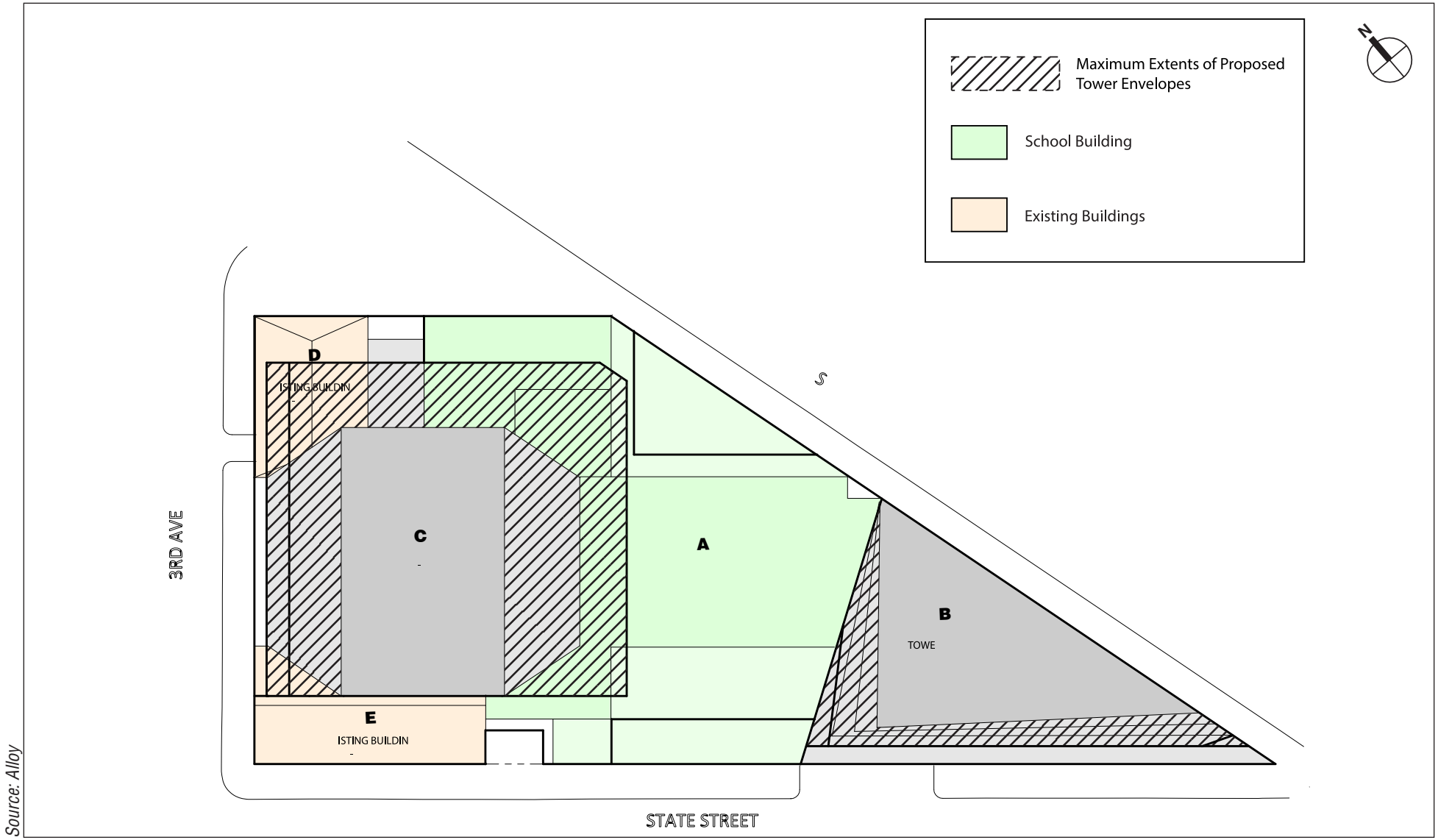
The (E) Designation for noise applies to Block 174, Lots 9, 13, 18, 23, and 24 and requires that future uses on the site must provide up to 40 A-weighted decibels (dBA) of window/wall attenuation to comply with CEQR requirements. In addition, mechanical equipment such as heating, ventilation, and air conditioning (HVAC), and elevator motors would utilize sufficient noise reduction devices to comply with applicable noise regulations and standards.

PROJECT DESCRIPTION

The proposed actions sought by the co-applicants would facilitate the development of the project site with three new buildings, including two mixed-use towers and new public school facilities (Buildings A, B, and C), and as currently designed, the adaptive reuse of two of the existing school buildings (Buildings D and E). Buildings D and E correspond to School Buildings 2 and 1, respectively. As currently designed, the existing structures at the corner of Schermerhorn Street and 3rd Avenue (Building D) and State Street and 3rd Avenue (Building E) would be retained and adaptively reused for cultural community facility and retail space, respectively. See **Figures 1-3 and 1-4**.

Figures 1-5 through 1-7 are illustrative renderings of the currently proposed design of the buildings (the "proposed buildings"). Development of the proposed project, however, would be governed by the use and density regulations of the SDBD and the proposed C6-9 zoning district, and the maximum building envelopes permitted by the bulk modifications provided under the special permit. The maximum zoning envelope for the proposed project is larger than the space that would be occupied by the proposed buildings. Building C would not be constructed until the new school facilities are completed and the existing high school has been relocated. The larger envelope is to provide design flexibility in order to facilitate development of the complex and mixed-use nature of the program and to encourage/stimulate Class A commercial tenancy through the ability to create larger floor plates. Because the maximum zoning envelope would encompass School Building 2/Building D and allow for its demolition, and could partially extend into the footprint of School Building 1/Building E (or cantilever over it), the potential effects associated with the maximum zoning envelope are considered in the EIS. The maximum zoning envelope is shown in **Figure 1-8.**

In total, the proposed project would contain approximately1,285,000 gsf. Building A would house the replacement high school and a new lower school in a building with anticipated heights ranging from 50 feet to 130 feet located in the center of the project site, with frontage along State and Schermerhorn Streets and Flatbush Avenue. The building would feature retail space along Schermerhorn Street and Flatbush Avenue. Building B would be a wedge-shaped mixed-use tower located at State Street and Flatbush Avenue on the easternmost portion of the project site. The building's residential entrance would be on State Street and the lobby entrance to the commercial office space would be on Flatbush Avenue. The building would rise to an anticipated height of approximately 560 feet. Building C would be mixed-use tower located on the western portion of the project site with an anticipated height of 986 feet. Residential access would be from 3rd Avenue and the lobby entrance to the office space would be from Schermerhorn Street. Proposed building heights are shown in **Figure 1-8**. Axonometric drawings showing entrances along Flatbush and 3rd Avenues and Schermerhorn and State Streets are shown in **Figures 1-9 and 1-10**.

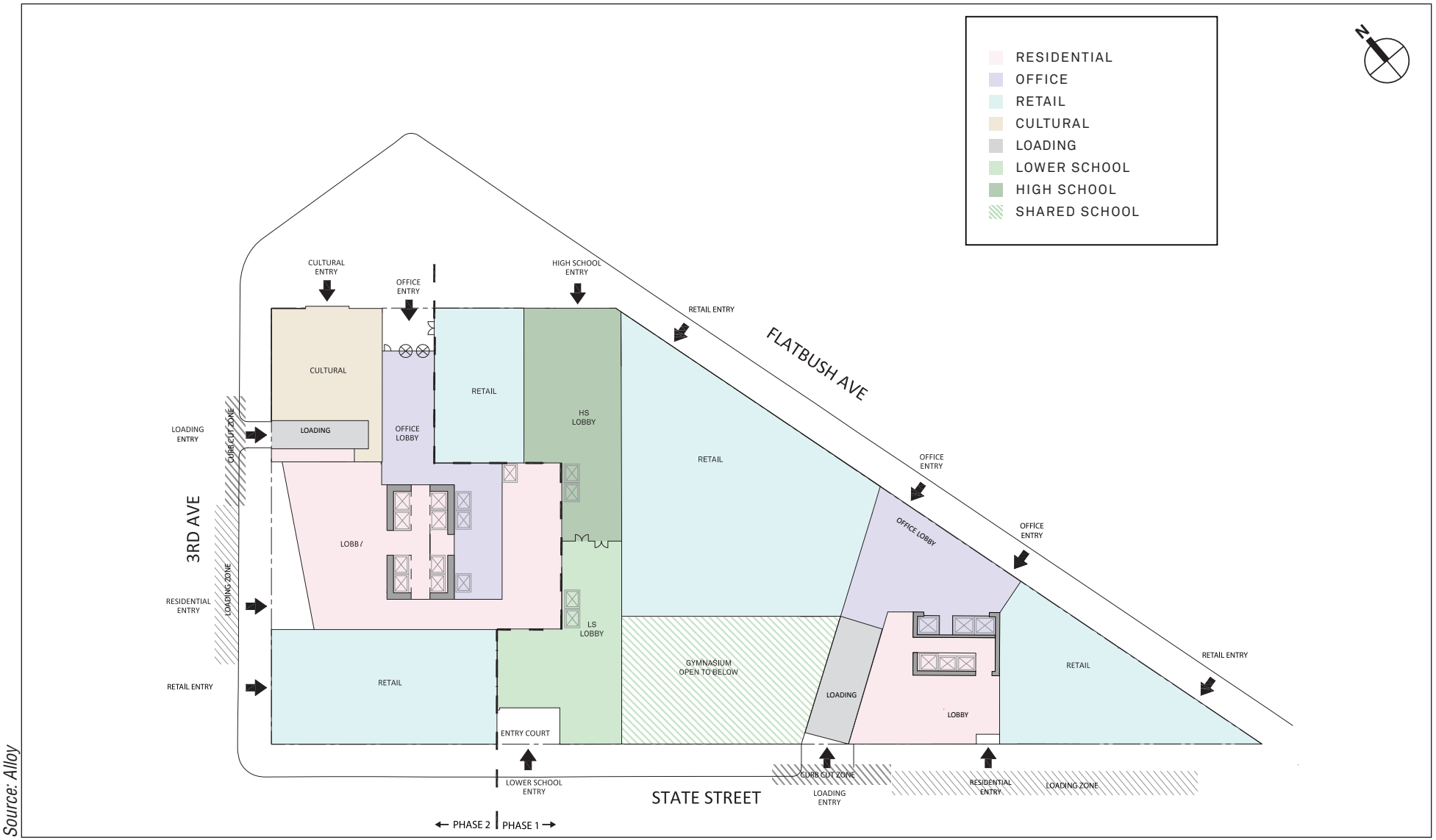


Source: Alloy

Proposed Project—Roof Plan

ECF 80 FLATBUSH AVENUE

Figure 1-3



Source: Alloy

Proposed Project—Ground Floor Plan

Figure 1-4

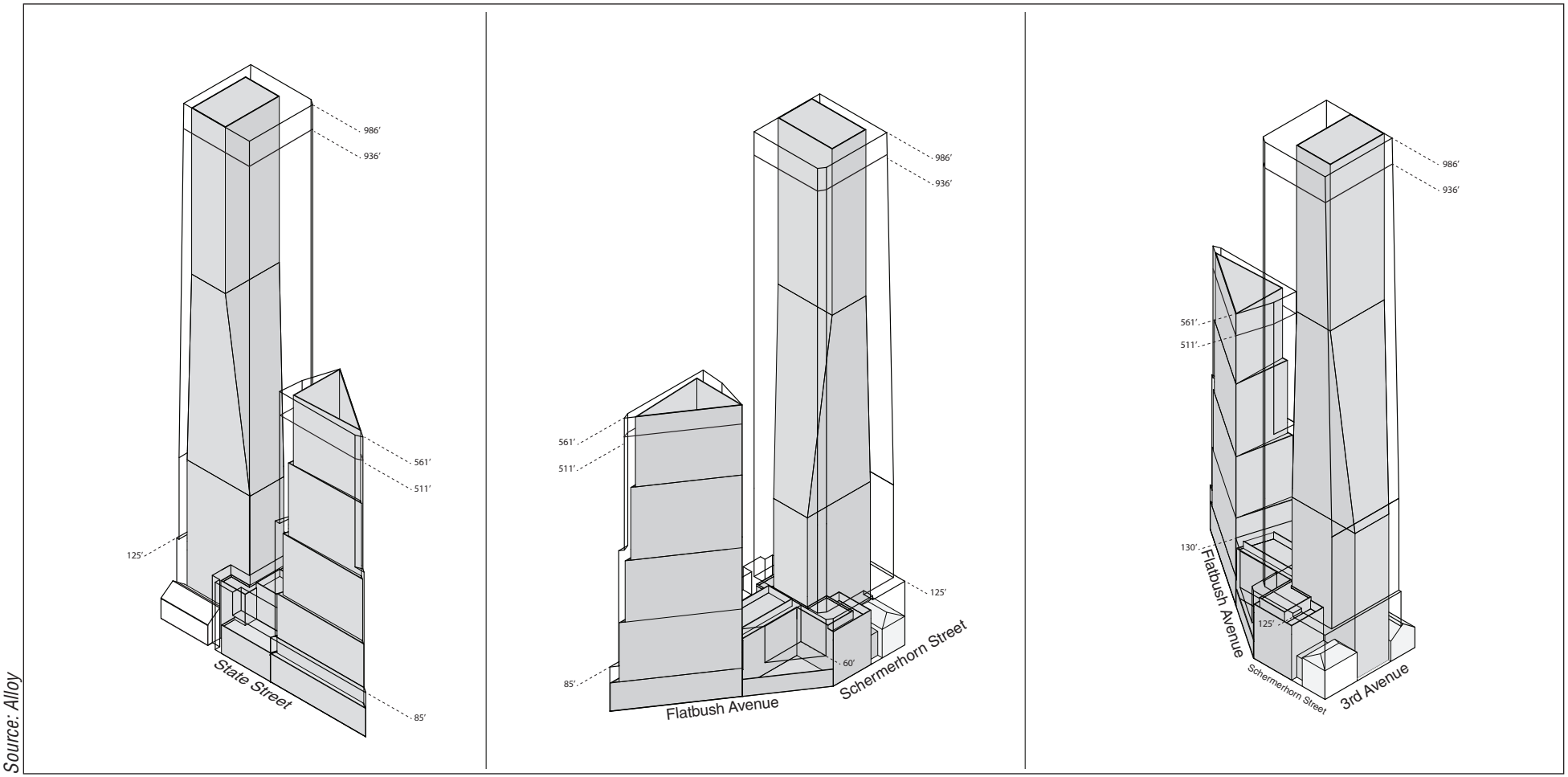
1.30.18

Illustrative Renderings of Proposed Project
Flatbush Avenue Facing Southeast

Illustrative Renderings of Proposed Project
Looking South from Flatbush and Lafayette Avenues

Figure 1-6

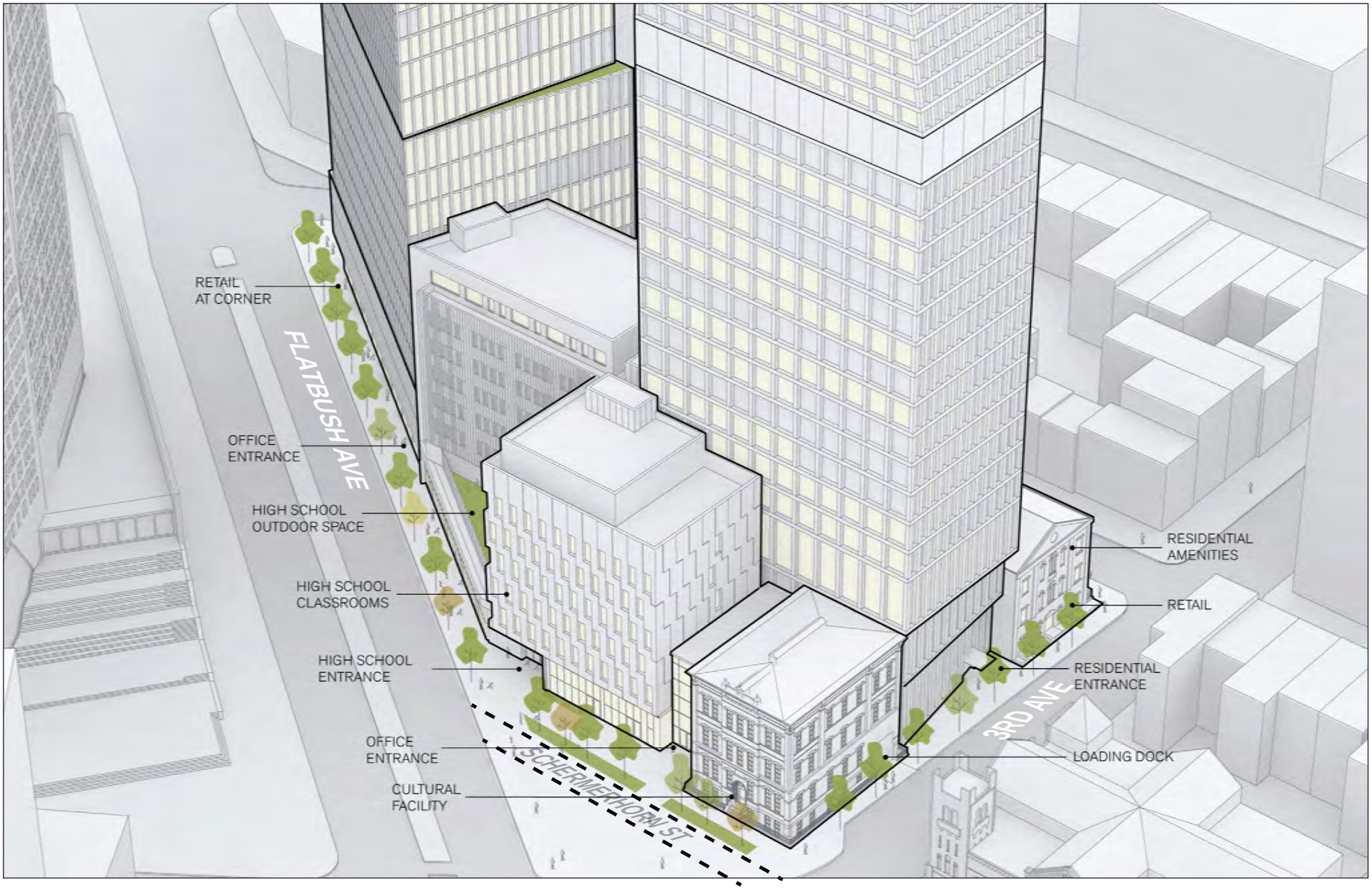
Illustrative Renderings of Proposed Project
State Street East of 3rd Avenue
Figure 1-7



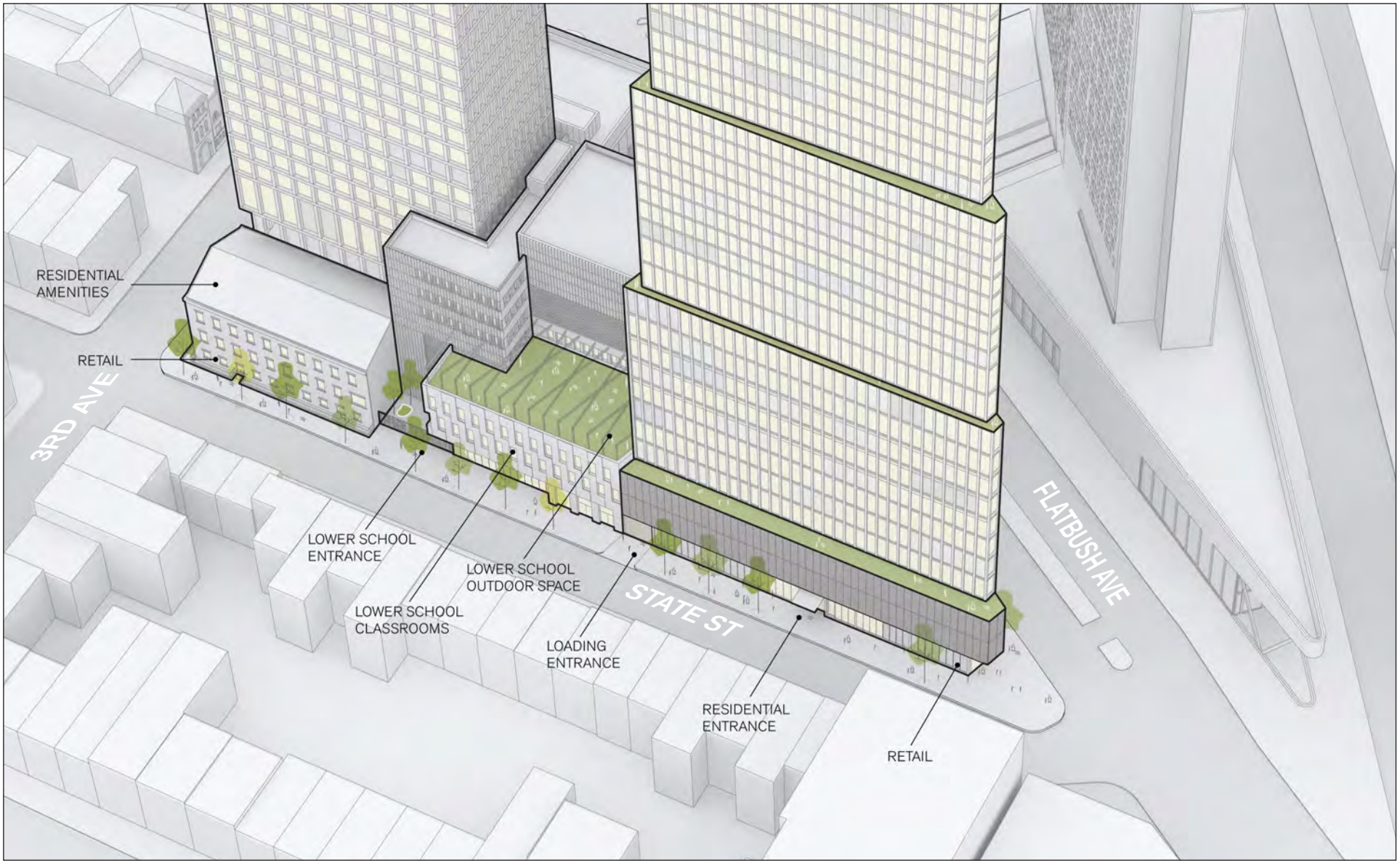
Source: Alloy

Maximum Zoning Envelope
and Proposed Building Heights

Figure 1-8



Axonometric Drawing



Axonometric Drawing

Under the maximum zoning envelope, the larger floorplates generally required for Class A office space could be accommodated within Building C and Building C could be built to the street walls of Schermerhorn Street and 3rd Avenue with an envelope prescribed by the underlying zoning. Under the current design, Building D (School Building 2, the former school building located at the corner of Schermerhorn Street and 3rd Avenue), would be retained and adaptively reused as cultural community facility space. If Building D is not retained in the final design, cultural space would be included at this general location as part of the new Building C. The maximum zoning envelope would partially extend into the existing footprint of Building E, allowing for a partial demolition or cantilever of Building E. It would provide for the retention of most of Building E (School Building 1, the former original P.S. 15 building at 3rd Avenue and State Street), and its adaptive reuse with retail space.

The proposed project would be developed in stages, beginning with the construction of Building A at the center of the site, which would contain the replacement high school and new lower school, and Building B, a wedge-shaped mixed-use tower on the eastern portion of the project site. Construction of Buildings A and B on the central portion and eastern side of the site would take place while the existing Khalil Gibran International Academy school buildings remain operational on the western side of the project site. Immediately following the relocation of the high school, the second phase of construction would begin and include the development of Building C, as described above. The adaptive reuse of any retained portions of existing Buildings D and E (School Buildings 2 and 1, respectively) is proposed as part of the second phase of construction. Buildings A through E are shown in **Figure 1-3**.

PROPOSED PROGRAM

The proposed project would include approximately 922 DUs, including approximately 200 affordable DUs, approximately 245,000 gsf of office space, approximately 145,000 gsf of public school use (350-seat high school and 350-seat lower school), approximately 50,000 gsf of retail space, and approximately 15,000 gsf for cultural community facility space. The proposed program is detailed in **Table 1-1** below.

Table 1-1
Proposed Program

Use	Size
Public School	145,000 gsf
High School	350-seat
Lower School	350-seat
Use Group 2 (Residential)	830,000 gsf
Residential DUs	922 DUs[1]
Affordable DU Count	~200 DUs
Use Group 6 (Retail)	50,000 gsf
Office Space	245,000 gsf
Community Facility	15,000 gsf
Total	**1,285,000 gsf**

Notes:
[1] Assumes average DU size of 900 sf. 900 sf per DU was assumed as it is deemed a reasonable assumption based on real estate trends for this location and is comparable with other environmental studies in Downtown Brooklyn.

With the proposed actions, the project site would be developed to a maximum FAR of 18. The development agreement between ECF and 80 Flatbush Avenue, LLC, would include a number of development restrictions and obligations, discussed below.

SITE ACCESS

The proposed project would be designed to integrate with an independent improvement project being undertaken by the New York City Department of Transportation (DOT) to close Schermerhorn Street to traffic between 3rd Avenue and Flatbush Avenue, allowing for an enhanced pedestrian experience. Entrances to retail and school components of Buildings A and C on Schermerhorn Street and Flatbush and 3rd Avenues were designed to set back from the sidewalk wherever possible to improve pedestrian circulation. Both the office and high school entrances would be along Flatbush Avenue and Schermerhorn Street. The main entrance to the lower school and student drop off/pick up location would be along State Street. Residential entrances would be located along 3rd Avenue and State Street. Entrances to the retail components would be along Flatbush Avenue and 3rd Avenue. Entries for loading areas would be located along State Street and 3rd Avenue. Please see **Figure 1-4** for the ground-floor site plan.

SOLID WASTE DISPOSAL

As part of project planning, building design and operation would incorporate on-site trash storage to minimize placement of trash on the sidewalks. The proposed project would generate a net increase of approximately 19.7 tons of solid waste per week, and approximately 67 percent (or 13.3 tons) of the incremental solid waste generated would be handled by the City of New York Department of Sanitation (DSNY). Solid waste handled by DSNY would be containerized and either picked up curbside or at specified locations within project buildings. Curbside pickup would entail the loading of trash into 8-cubic yard containers, which would be wheeled out onto the street for pickup by DSNY rear-loader trucks. With sufficient on-site location and access, DSNY "roll-on, roll-off" service could also be provided. Under either option, trash would be placed within containers and kept off sidewalks thereby minimizing rodents, odors, and other related nuisances. Under the roll-on, roll-off option, refuse bags would be loaded into mechanized roll-on, roll-off containers located inside project buildings for pickup with further compaction. DSNY's roll-on, roll-off container-bearing trucks require special site considerations, such as minimum space requirements for container pads and 20-foot clearance. In addition, compactor containers are not allowed in designated loadings docks and must be located in supplemental loading areas.

As discussed above, loading areas would generally be located along State Street and 3rd Avenue. Project constraints associated with roll-on, roll-off service include the limited availability of space for compactor containers, the mix of land uses proposed within the same building(s), and the amount of required ground-floor lobby space, all of which may complicate the provision of roll-on, roll-off service. However, project designs are preliminary and refinements to the site plan, including details related to loading areas and truck access, are expected as the proposed project moves forward through the ULURP process. The co-applicants will coordinate the location of solid waste staging areas (and the location of compactor containers and truck access, as necessary), with the DSNY. The estimated 6.4 tons of commercial solid waste would be hauled away by private carters and handled in a similar manner.

DESIGN OF SCHOOL FACILITIES

The designs of the replacement high school and new lower school may be integrated to share some common areas. Both schools would have outdoor areas on the rooftops of their respective buildings. In addition to classrooms, the school facilities would also contain administrative spaces, a gymnasium, a gymnatorium, libraries, art and science rooms, a medical facility, cafeterias, and kitchen facilities. The proposed new schools together would employ approximately 70 teachers,

administrators, and support staff. The replacement facility for Khalil Gibran International Academy would be entered off of Schermerhorn Street, and the lower school facility would be entered off of State Street. Both schools would be designed to New York City School Construction Authority's (SCA) building standards. The lower school classrooms would occupy the lower portion of the building with an outdoor play space on the southern portion of the building's roof. The high school classrooms would occupy the upper portion of the building with an outdoor terrace space fronting Flatbush Avenue adjacent to the high school cafeteria.

The design and construction of the school facilities would comply with or exceed the energy efficiency standards of SCA's green building standards. The school facilities would be designed to reduce the use of both energy and potable water beyond that required by the current New York City building code.

PURPOSE AND NEED

In order to increase school capacity and improve school facilities, and to further of the goals of the comprehensive development plan for Downtown Brooklyn, the City's affordable housing plan, and the Brooklyn Cultural District, ECF has proposed the project site as the location for a new mixed-use development. ECF is a public benefit corporation established in 1967 by the New York State Legislature to provide funds for combined occupancy structures, including school facilities in New York City. ECF serves as a financing and development vehicle for DOE, encouraging the development of existing school sites in order to provide new public schools as part of mixed-use projects in which the public component is financed by tax-exempt bonds. ECF uses ground rents, lease payments, and/or tax equivalency payments from the non-school portions of the new development to pay the debt service on the bonds issued to finance the public facilities. Future revenues from the non-school portions of the development are used to pay the debt service of the new school facility. ECF enhances the ability of DOE to construct new school facilities, thereby upgrading existing facilities and increasing the number of seats for the entire school system. At the same time, ECF encourages comprehensive neighborhood development by facilitating new mixed-use developments that feature new school facilities.

The existing Khalil Gibran International Academy consists of five connected buildings that date from the late 1800s, and the facilities are outmoded and technologically obsolete. The configuration of the connected buildings results in narrow hallways and constrained conditions. The school lacks an appropriate cafeteria; the seating area serves less than one-third of the student population per period and the kitchen is only set up for heating food. The school also has no gym or auditorium, causing any student assembly to be held in the library, which has a capacity of approximately 65 students (the current enrollment is 270). Although students have access to some open space in the courtyard, the space is limited in size. The school lacks an adequate number of restrooms, including some floors with none. The electrical, ventilation, and acoustical systems are inadequate to serve the needs of the buildings. In addition, the facility is not Americans with Disabilities Act (ADA)-accessible. Overall, Khalil Gibran International Academy has a cramped learning environment and lacks the appropriate facilities for high school achievement as well as available space for growth. The proposed actions would result in the replacement of the existing Khalil Gibran International Academy with a new state-of-the-art facility. These improvements will help achieve a better learning environment by providing modern educational facilities.

Construction of the proposed project also would include a new 350-seat lower school, which would provide additional public school capacity at the lower school level in Community School District (CSD) 15. According to recent DOE data on school capacity, enrollment, and utilization

for the 2016–2017 school years, elementary schools in Subdistrict 3 of CSD 15, which includes the project site, are operating at 166 percent utilization.

In response to the need for a replacement facility for Khalil Gibran International Academy and additional capacity in CSD 15 and given that the area is heavily supported by many transit options, ECF identified the project site as a location with the potential to attract a new mixed-use development, allowing new school facilities to be constructed without the use of DOE capital funding. In 2016, ECF released a Request for Expressions of Interest (RFEI) and selected Alloy Development to redevelop the site, after consideration of competitive bidders.

A comprehensive development plan to facilitate the continued growth of Downtown Brooklyn was adopted in 2004 to encourage commercial development through a series of zoning map and zoning text changes; however, the area was developed predominantly with residential development. In an effort to realize the goals set forth in the Downtown Brooklyn rezoning plan, the proposed development would incorporate commercial space. Thus, the proposed project would strengthen New York City's economic base by providing new, modern office space in New York City's third-largest central business district. The development would attract new businesses and help retain existing businesses, as well as help achieve New York City's goal of meeting the demand citywide for 60 million sf of office space expected during the next decade. In addition, the proposed project would provide new employment opportunities, and create new retail opportunities to meet the needs of local workers, residents, and visitors.

The project site is located adjacent to the Brooklyn Cultural District, and the proposed project would support and enhance the district's goals by encouraging both economic and cultural development. The proposed project would introduce a dynamic new mixed-use development, including cultural community space, which would enliven the block and bring amenities to the local residents, artists, and visitors in the district. The proposed actions would also facilitate the productive use of the project site by creating a new residential development with up to 922 DUs, including approximately 200 affordable DUs. This affordable housing would advance a citywide initiative to build and preserve 300,000 affordable DUs by 2026 in order to support low- to middle-income New Yorkers.

C. DISCRETIONARY AND OTHER APPROVALS

The co-applicants, 80 Flatbush Avenue, LLC, and ECF, are seeking several City and state discretionary approvals.

The following discretionary zoning actions will be reviewed through ULURP: (i) zoning map changes to rezone the underlying C6-2 district to a C6-9 district with a FAR of 18 on the affected block within the SDBD; (ii) zoning text changes affecting the proposed C6-9 district in the SDBD; (iii) zoning text changes to designate the rezoned area as MIHA; (iv) zoning text changes to provide a special permit in C6-9 districts in the SDBD for a modification of tower lot coverage, height, setback, and ground-floor regulations, required parking and loading berths, and certain MIH requirements for projects on zoning lots with sites owned by ECF; and (v) a special permit relating to regulations in (iv) above. Other discretionary actions will be the transfer, reallocation, and lease of property among the developer, ECF, and the City to allow for the City schools in the new location, the proposed development, and ECF financing. Additionally, ECF would issue tax exempt bonds to facilitate construction of the schools.

D. ANALYSIS FRAMEWORK FOR ENVIRONMENTAL REVIEW

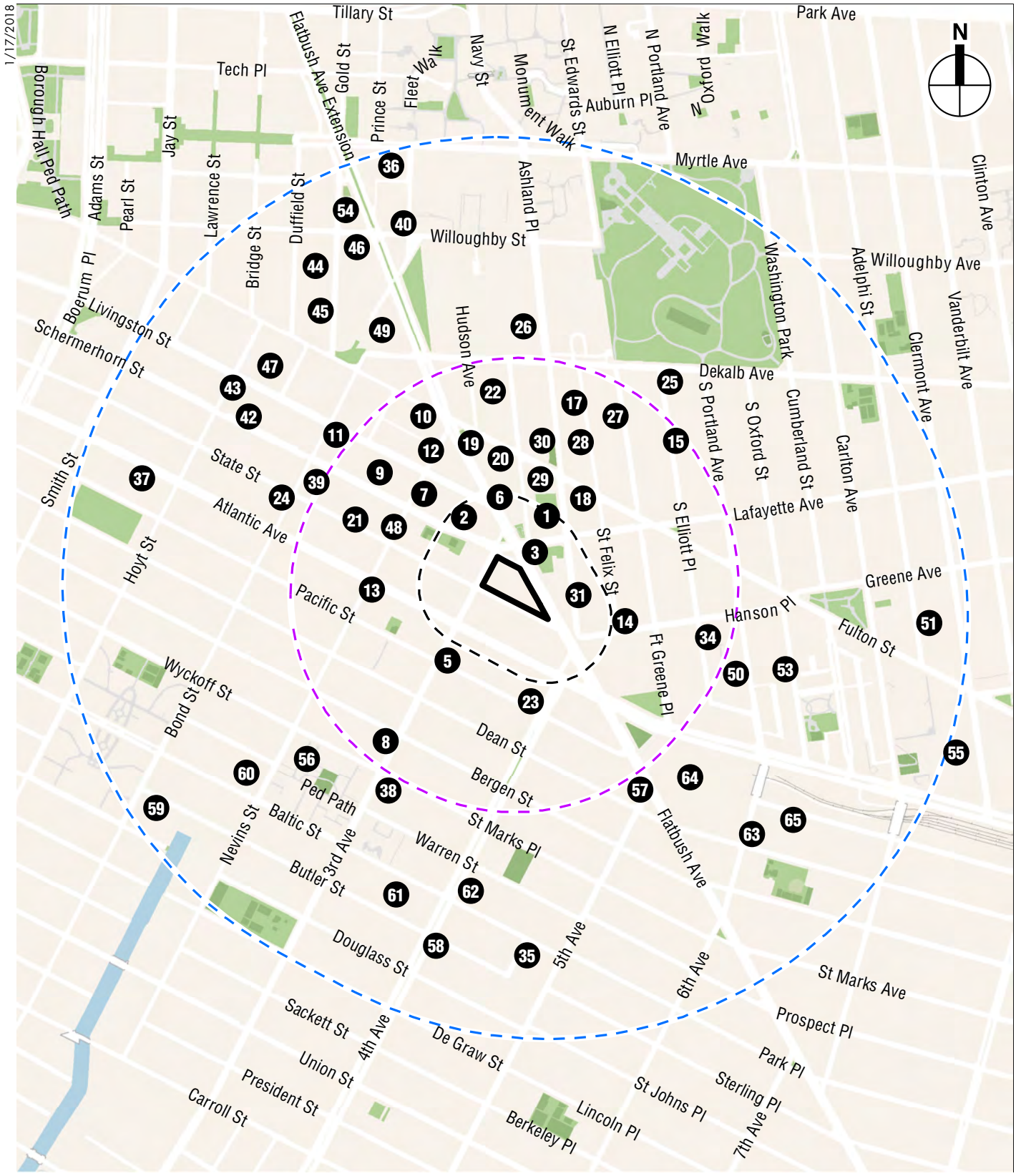
The EIS analyses will be undertaken pursuant to SEQRA, consistent with ECF practices. The 2014 CEQR Technical Manual will generally serve as a guide with respect to environmental analysis

methodologies and impact criteria for evaluating the effects of the proposed project. The following technical areas of analyses would not be affected by the proposed actions and are not included for detailed assessment in the DEIS: natural resources and solid waste and sanitation services. In disclosing impacts, the EIS considers the proposed project's potential adverse impacts on the environmental setting. It is anticipated that the proposed project would be operational in 2025. Consequently, the environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives first assess existing conditions and then forecast these conditions to 2025—the future without the proposed actions (the "No Action" condition—for the purposes of determining potential impacts in the probable impacts of the proposed actions—the future with the proposed actions (the "With Action" condition).

FUTURE WITHOUT THE PROPOSED ACTIONS

For the purposes of the EIS, it is assumed that in the No Action condition, the non-City-owned portion of the project site would be developed with an as-of-right mixed-use building (400 feet in height, including bulkhead) that complies with the current zoning regulations, and the Khalil Gibran International Academy would remain in its existing facility. The development under the No Action condition would contain approximately 252,590 gsf of market-rate residential space (approximately 281 DUs), approximately 53,185 gsf of retail space, approximately 2,108 gsf of community facility space, and approximately 20,000 gsf of parking (approximately 130 accessory spaces), as well as the existing public school (approximately 43,750 gsf). The No Action condition would comprise a total of approximately 371,633 gsf with a maximum permitted FAR of 6.5. In addition, approximately 6,379 sf of passive open space would be provided at the easternmost portion of the project site at Flatbush Avenue and State Street. For each technical analysis in the EIS, the No Action condition also will incorporate approved or planned development projects within the appropriate study area that are likely to be completed by the analysis year.

Table 1-2 and **Figure 1-11** identify the No Build projects anticipated to be complete by 2025 in the study areas considered in the various technical analyses presented in this EIS.



No Build Projects

Figure 1-11

ECF 80 FLATBUSH AVENUE

Table 1-2
No Action Projects Anticipated to be Complete by 2025

Map No.	Address/Name	Program	
400-Foot Study Area[1]			
1	15 Lafayette Avenue / 280 Ashland Place	123 DUs, 2,622 sf retail, 16,498 sf CF	
2	333 Schermerhorn Street	750 DUs, 34,823 sf CF, 120 parking spaces	
3	300 Ashland Place	379 DUs, 20,116 sf CF, 75 parking spaces	
4	93 Rockwell Place	138,563 sf hotel	
5	509 Pacific Street "The Hendrik"	29 DUs, 13,854 sf retail	
¼-Mile Study Area			
6	41 Flatbush Avenue	243,000 sf office, 27,000 sf retail	
7	319 Schermerhorn Street	74 DUs, 5,100 sf retail	
8	98 3rd Avenue	19 DUs, 3,310 sf retail	
9	285 Schermerhorn Street	106 DUs, 13,684 sf retail	
10	540 Fulton Street	184,000 sf office	
11	33 Bond Street/300 Livingston	714 DUs, 29,806 sf retail, 160 parking spaces	
12	8 Nevins Street / 299 Livingston Street	147 DUs, 6,657 sf retail, 25 parking spaces	
13	465 Pacific Street	30 DUs, 15,000 sf retail, 17 parking spaces	
14	147 Saint Felix Street	2 DUs, 1 parking space	
15	39 South Elliott Place	2 DUs	
16	37 Lafayette Avenue	6 DUs, 6,473 sf retail, 210 sf CF	
17	22 Saint Felix Street	1 DU	
18	620 Fulton Street	20,000 sf retail, 52,301 sf office, 60,615 sf CF	
19	1 Flatbush Avenue	183 DUs, 20,000 sf retail	
20	570 Fulton Street Rezoning	139 DUs, 12,433 sf retail, 89,846 sf office	
21	401-405 State Street	7 DUs, 6,000 sf CF	
22	625 Fulton Street	148,023 sf retail	
23	24 4th Avenue	72 DUs, 6,657 sf retail	
24	386 State Street	2 DUs	
25	3 South Elliot Place	3 DUs	
26	95-99 Dekalb Avenue	155,000 sf CF	
27	30 Fort Greene Place	3 DUs	
28	52 Saint Felix Street	2 DUs	
29	250 Ashland Place	584 DUs, 24,000 sf retail	
30	651 Fulton Street	Event space, Interior modifications only	
31	130 Saint Felix Street	40 DUs	
½-Mile / Census Tract Study Area			
32	420 Albee Square	14,000 sf retail, 342,000 sf office, 472 seat middle school, 44 parking spaces	
33	101 Fleet Place Rezoning	221,056 sf office, 600 seat elementary school	
34	142-150 South Portland Rezoning	100 DUs, 9,700 sf CF	
35	120 5th Avenue	164 DUs, 93,000 sf retail, 186 parking spaces	
36	86 Fleet Place	440 DUs, 10,813 sf retail, 184 parking spaces	
37	330 Atlantic Avenue	4 DUs, 1,216 sf retail	
38	8 St. Mark's Place	14 DUs, 485 sf retail	
39	61 Bond Street	154,947 sf retail, 285 hotel rooms	
40	112 Fleet Place	20 DUs, 2 parking spaces	
41	237 Duffield Street	110 DUs, 4,773 sf retail	
42	211 Schermerhorn Street	68 DUs, 6,308 sf retail	
43	45 Hoyt Street/210 Livingston	368 DUs, 16,562 sf retail, 120 parking spaces	
44	408 Albee Square	1,776 sf retail, 694 parking spaces	
45	436 Albee Square	150 DUs, 23,740 sf retail	
46	138 Willoughby Street	458 DUs, 68,000 sf retail	
47	11 Hoyt Street	477 DUs, 41,000 sf retail, 150 parking spaces	
48	50 Nevins Street	128 DUs, 3,800 sf retail	
49	9 DeKalb Avenue	417 DUs, 92,694 sf retail	
50	162 South Portland Avenue	5 DUs	
51	399 Adelphi Street	4 DUs	
52	171 South Portland Avenue	9 DUs	
53	164 South Oxford Street	7 DUs	
54	141 Willoughby Street	203 DUs, 124,000 sf retail	
55	470 Clermont Avenue	1,870 sf CF	
56	Wyckoff Gardens NYCHA	650 DUs	
57	178 Flatbush Avenue	17,882 sf office	
58	137 4th Avenue	11 DUs, 1,599 sf retail	
59	188 Butler Street	4,628 sf office	
60	489 Baltic Street	9,968 sf retail, 33 hotel rooms	
61	337 Butler Street	90,924 sf retail, 176 hotel rooms, 163 parking spaces	
62	613 Baltic Street	43 DUs, 3,157 sf retail, 2,163 sf CF, 10 parking spaces	
63	37 6th Avenue	323 DUs, 69,858 sf CF	
64	38 6th Avenue	303 DUs, 5,821 retail, 23,754 sf CF, 73 parking spaces	
65	670 Pacific Street	86 DUs, 85 parking spaces	

Notes:
[1] See **Figure 1-10** for project locations.
Projects that are currently under construction are assumed to be complete by 2025; projects for which an expected date of completion date is not available are assumed to be complete by the proposed development's Build year of 2025.
CF = Community facility; NYCHA = New York City Housing Authority
Sources: New York City Department of Buildings (DOB); Curbed NY, New York Post, Ten Arquitectos, the Real Deal and YIMBY; NYC CEQR Documents; Board of Standards an Appeals; AKRF field visits, summer 2017.

FUTURE WITH THE PROPOSED ACTIONS

For each of the technical areas of analysis identified in the *CEQR Technical Manual*, the With Action condition will be compared to the No Action condition (see **Table 1-3**).

Table 1-3
Comparison of No Action and With Action Conditions

Use	No Action condition	With Action condition	Increment
Residential	252,590 gsf	830,000 gsf	+577,410 gsf
DUs[1]	281 DUs	922 DUs	+641 DUs
Affordable DU count	0 DUs	~200 DUs	~200 DUs
Office	0 gsf	245,000 gsf	245,000 gsf
Public school	43,750 gsf (1 public high school)	145,000 gsf (1 public lower school, 1 public high school)	+101,250 gsf (1 public lower school)
Primary school students	0	350	350
High school students	312	350	38
Staff	17	70	53
Retail	53,185 gsf	50,000 gsf	-3,185 gsf
Community facility	2,108 gsf	15,000 gsf	+12,892 gsf
Accessory parking	0 *surface* 130 *enclosed*	0 *surface* 0 *enclosed*	0 *surface* -130 *enclosed*

Notes:
[1] Assumes average unit size of 900 sf. 900 sf per unit was assumed as it is deemed a reasonable assumption based on real estate trends for this location and is comparable with other environmental studies in Downtown Brooklyn.
Assumes 1 staff for every 10 students. Assumes no parents walking students for high school.

ENVIRONMENTAL REVIEW PROCESS

ECF's first charge as lead agency is to determine whether the proposed project might have a significant adverse impact on the environment. To make this determination, an environmental assessment form (EAF) was prepared. Based on its review of the EAF, ECF has determined that the proposed actions and proposed project have the potential to result in significant environmental impacts and, therefore, pursuant to SEQRA procedures, ECF issued a Positive Declaration on May 24, 2017, requiring that an EIS be prepared in conformance with all applicable laws and regulations, including the SEQRA, New York City's Executive Order No. 91, CEQR regulations (August 24, 1977), and the guidelines of the *CEQR Technical Manual*.

The EAF and Draft Scope of Work for the EIS were made available to the general public, public agencies, and other interested groups, and a public scoping meeting was held on June 28, 2017 at 5:30 PM at the DOE Board of Education offices at 131 Livingston Street, Brooklyn, New York 11201. Written comments on the Draft Scope of Work were accepted until 5:00 PM on July 28, 2017, and all oral comments received at the meeting as well as submitted written comments were considered by the lead agency and summarized in the Final Scope of Work, dated February 7, 2018.

Once ECF has determined that the DEIS is complete, a Notice of Completion will be prepared and distributed/published in accordance with applicable regulations. The DEIS will then be subject to public review, in accordance with CEQR and SEQRA procedures, with a public hearing and a period for public comment. A ULURP application for the proposed actions has been prepared and submitted to DCP. A public hearing will be held on the DEIS in conjunction with the City Planning Commission hearing on the ULURP application to afford all interested parties the opportunity to submit oral and written comments. At the close of the public review period, a Final EIS (FEIS) will be prepared that will respond to all substantive comments made on the DEIS, along with any revisions to the technical analyses necessary to respond to those

comments. The FEIS will then be used by the decision makers to evaluate SEQRA findings, which address project impacts and proposed mitigation measures, in deciding whether to approve the requested discretionary actions, with or without modifications. ✷

Chapter 2: Land Use, Zoning, and Public Policy

A. INTRODUCTION

This chapter considers the potential for the proposed project to result in significant adverse impacts to land use, zoning, and public policy. Under the guidelines of the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, this analysis evaluates the land uses and development trends in the area that may be affected by the proposed project and determines whether the proposed project is compatible with those conditions or may otherwise affect them. This analysis also considers the proposed project's compatibility with zoning regulations and other applicable public policies in the study area.

As described in Chapter 1, "Project Description," the future with the proposed actions (the "With Action" condition) assumes the construction of a mixed-use development on the project site, including a replacement facility for the existing high school on-site and a new lower school as well as residential, office, retail, and cultural community facility space.

PRINCIPAL CONCLUSIONS

The analysis presented in this chapter concludes that the proposed actions would not have a significant adverse impact on land use, zoning, or public policy. The proposed project would not adversely affect surrounding land uses, nor would the proposed project generate land uses that would be incompatible with land uses, zoning, or public policy in the 400-foot study area.

The proposed actions would facilitate the development of new educational facilities, including a replacement high school and a new lower school on the project site to provide needed public school capacity. In addition, the proposed project would introduce a total of approximately 922 dwelling units (DUs), including 200 affordable DUs, approximately 245,000 gross square feet (gsf) of office space, approximately 50,000 gsf of retail space, and approximately 15,000 gsf for a cultural community facility. The proposed actions would result in the replacement of the existing Khalil Gibran International Academy with a new state-of-the-art facility. These improvements would help achieve a better learning environment by providing modern educational facilities. Construction of the proposed project also would include a new 350-seat lower school, which would provide additional public school capacity at the lower school level.

The improved school facilities and increase in public school capacity would support and strengthen the residential character of the surrounding neighborhoods. The proposed residential and commercial space would be consistent with existing and planned developments in Downtown Brooklyn, and would directly support several major City policies aimed at increasing the supply of affordable housing and the amount of new office space in New York City. The proposed actions focus development in an area well-served by mass transit and would facilitate mixed-use development that supports the growing cultural presence in Downtown Brooklyn and enhances the pedestrian realm with active ground-floor spaces that promote pedestrian safety.

The proposed zoning of the project site would be consistent with the high-density C6 zoning districts found elsewhere within the Special Downtown Brooklyn District (SDBD), and would

reflect the trend of higher density in the study area. The proposed actions would facilitate the proposed project's integrated design elements, and allow for the provision of public amenities and affordable housing to the area. In addition, as currently designed, the proposed project would support the preservation and adaptive reuse of historic structures on the project site. The proposed project would be consistent with the planning and urban design objectives of the SDBD and would not adversely affect zoning in the surrounding area.

B. METHODOLOGY

Following the guidance of the *CEQR Technical Manual*, this analysis of land use, zoning, and public policy examines the area within 400-feet of the project site, which is the area within which the proposed project could reasonably be expected to cause potential effects. The land use study area is generally bounded by St. Felix Street to the east, Atlantic Avenue to the south, Nevins Street to the west, and Livingston Street (and the equivalent eastern area) to the north (see **Figure 2-1**). The project site and the study area are within Brooklyn Community District 2.

The analysis begins by considering existing conditions in the study area in terms of land use, zoning, and public policy. The analysis then considers land use, zoning, and public policy in the future without the proposed actions (the "No Action" condition) in the 2025 analysis year by identifying developments and potential policy changes expected to occur within that time frame. Potential impacts of the proposed project are then identified by comparing conditions in the With Action condition with those conditions anticipated in the No Action condition. Sources for this analysis include the New York City Department of City Planning (DCP), the New York City Department of Buildings (DOB) and recent Environmental Assessment Statements (EAS) and Environmental Impact Statements (EIS) for projects in the area.

C. EXISTING CONDITIONS

LAND USE

PROJECT SITE

The project site is Block 174, Lots 1, 9, 13, 18, 23, and 24 in the Downtown Brooklyn neighborhood of Brooklyn. As shown in **Figure 2-1**, the project site is the full block bounded by Schermerhorn Street to the north, Flatbush Avenue to the east, State Street to the south, and 3rd Avenue to the west. The project site is currently owned by the City of New York (Lot 1) and 80 Flatbush Avenue, LLC (Lots 9, 13, 18, 23, and 24). The western portion of the project site (approximately 17,500 sf) is currently occupied by the Khalil Gibran International Academy, a public high school. This facility has 43,750 of gross floor area over five connected buildings with frontages on 3rd Avenue, Schermerhorn Street, and State Street. The remainder of the site is currently a mix of residential (four DUs) and commercial (26,828 gsf of retail and restaurant space and 83,226 gsf of office space) in five buildings: a one-story retail building with frontage on Schermerhorn Street; two three-story commercial buildings, both with frontage on Flatbush Avenue and State Street; a two-story building with frontage on Flatbush Avenue; and a five-story mixed-use (residential and commercial) building with frontages on Flatbush Avenue and State Street.

STUDY AREA

The study area includes portions of the Downtown Brooklyn, Boerum Hill, and Fort Greene neighborhoods of Brooklyn. As illustrated in **Figure 2-1,** the study area is characterized by mixed residential and commercial buildings, multifamily walk-up buildings, one- and two-family buildings, public facilities and institutions, and open space and outdoor recreation, as

ECF 80 FLATBUSH AVENUE

Existing Land Use
Figure 2-1

well as a small number of commercial and office buildings, parking facilities, transportation and utilities, and vacant land.

The open spaces within the study area include the Rockwell Place Bears Community Garden, directly north of the project site at the intersection of Lafayette and Flatbush Avenues and Rockwell Place, and Sixteen Sycamores Playground, west of the project site on the south side of Schermerhorn Street. There is also a public plaza with seating surrounding the Theatre for a New Audience on Ashland Place, north of Lafayette Avenue, and the newly opened 15,000-sf Brooklyn Academy of Music (BAM) South Plaza, which was developed in connection with the 300 Ashland Place development. These open spaces are described in further detail in Chapter 5, "Open Space."

The block northwest of the project site is occupied by the recently completed 333 Schermerhorn high-rise mixed-use development, which includes approximately 750 DUs, and a small number of three- and four-story residential and mixed-use buildings. Directly west of the project site, State Street west of 3rd Avenue contains three- to four-story multifamily walk-up buildings and one- and two-family residential buildings. Directly west of the project site, at the southwest corner of 3rd Avenue and Schermerhorn Street, is the Baptist Temple. The building is listed on the State and National Registers of Historic Places and is eligible for listing as a New York City Landmark (see Chapter 7, "Historic and Cultural Resources").

The block immediately east of the project site is fully occupied by the recently completed 300 Ashland development. This high-rise development includes approximately 379 DUs, 20,000 sf of retail and community facility space that is anticipated to ultimately include a dance studio, cinema, and cultural library. Approximately 0.34 acres of public open space is anticipated to be developed on the site. East of the 300 Ashland development is a block containing the landmarked former Williamsburgh Savings Bank tower, now known as One Hanson Place, a mixed commercial and residential development, the BAM, the Brooklyn Music School, and the Hanson Place United Methodist Church.

The block southwest of the project site contains three-story one- and two-family residential buildings on State Street and three- to six-story mixed residential and commercial buildings on Atlantic Avenue. The block also contains the Zen Center of New York City Fire Lotus Temple on State Street, and a 14-story building containing a YWCA facility on 3rd Avenue between State Street and Atlantic Avenue.

The block immediately south of the project site contains multifamily walk-up buildings and one- and two-family buildings on State Street and 3rd Avenue that range from two and a half to four stories in height. The buildings with frontages on Atlantic Avenue include mixed residential and commercial buildings ranging in height from three to four stories, one eight-story and one four-story mixed-residential and commercial building on the southeast portion of the block, two industrial and manufacturing buildings, and the Ahlul Bayt Islamic Library.

The north side of the block bounded by Pacific Street and Atlantic, 3rd, and 4th Avenues also is within the study area. This block contains a five-floor commercial building, three- to four-story mixed residential and commercial buildings, a recently constructed mixed-use building known as The Hendrik, the Times Plaza Station U.S. Post Office, the Masjid Al-Farooq Al-Aqusa

Islamic School, and the Muhlenberg/Nevins Residences, which contains approximately 200 DUs of low-income housing.[1]

At the southeast corner of the study area is the Atlantic Terminal Mall, which contains approximately 900,000 sf of retail and office space. The northwest corner of the development, nearest the project site, is a large glass atrium that serves as an entry to Atlantic Avenue Terminal station. This entryway provides access to the Long Island Rail Road (LIRR), and the 2, 3, 4, B, D, N, Q, and R subway lines.

The blocks directly north of the project site, north of Lafayette Avenue between Flatbush Avenue and Ashland Place, have experienced much development in recent years. These blocks contain the recently completed 300 Ashland development, which include residential, food hall and retail uses; the new 15 Lafayette Avenue development, which includes residential, retail, and community facility space (library and dance studios); the Theatre for a New Audience; the Rockwell Place Bears Community Garden; and 3- to 13-story commercial and mixed residential and commercial buildings.

ZONING

PROJECT SITE

The project site is located in a C6-2 zoning district, within the SDBD (see **Figure 2-2**). C6 districts are high-bulk commercial districts that are mapped typically within major business districts and are generally well served by mass transit; thus, off-street parking is generally not required. The C6-2 zoning district has a maximum floor area ratio (FAR) of 6.0 for commercial use, which in this area of Brooklyn could receive a FAR bonus of up to 20 percent with the addition of a public plaza. Residential use in this district is permitted to a maximum FAR of 6.02 (equivalent to an R8 district), which may be increased with the Inclusionary Housing Program bonus.

The SDBD contains flexible height and setback regulations for a range of moderate- to high-density residential and commercial zoning districts that facilitate development on the small and irregularly shaped lots typical of Downtown Brooklyn. The higher-density zoning districts within the special district allow "towers-on-a-base" building forms without height limits or Quality Housing Program buildings with height limits. A zoning text amendment approved in December 2012 reduced the minimum parking requirements for new residential developments within the SDBD from 40 percent of new market-rate DUs to 20 percent of new market-rate DUs, to better reflect actual parking demand in Downtown Brooklyn, which features some of the most robust transit access in the City. The parking text amendment also was meant to encourage affordable and mixed-income housing by eliminating parking requirements for affordable housing DUs, as well as to simplify the parking regulations in the SDBD to provide more opportunities for additional public parking for use by residents, employees, and visitors.

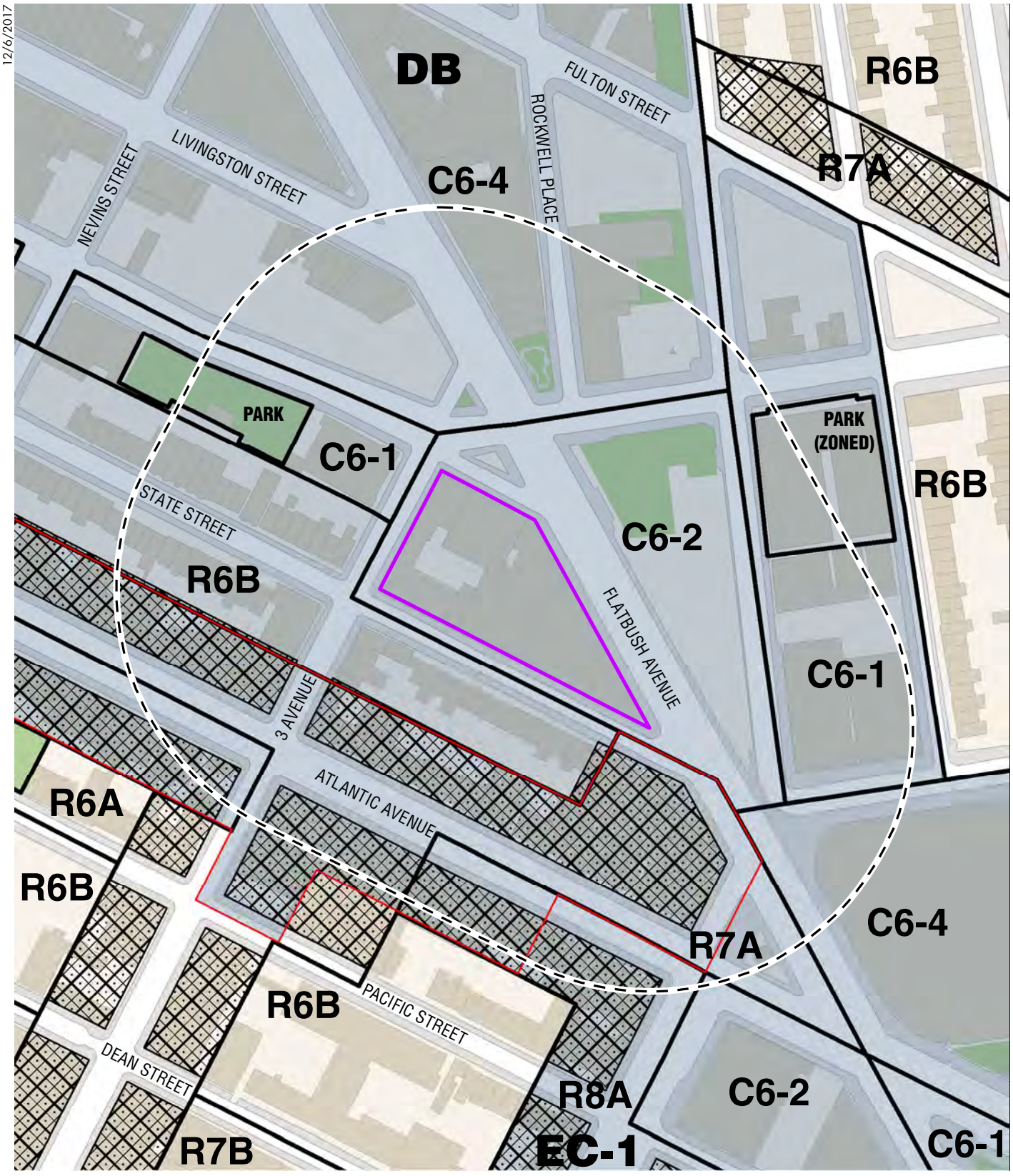
STUDY AREA

The study area contains several commercial and residential zoning districts, as described in detail below (see **Table 2-1** and **Figure 2-2**). The study area is entirely within the boundaries of the SDBD.

The block directly west of the project site and one block east of the project site are mapped C6-1. C6-1 commercial districts allow medium- to high-density commercial developments such as large hotels, office buildings, department stores, and entertainment facilities. The maximum

[1] Mulenberg Residence, MEGA Group, http://www.megagroup.nyc/projects/muhlenberg-residence/

12/6/2017



Project Site
Study Area (400-foot boundary)
Open Space
Zoning Districts
C2-4 Commercial Overlay District
Special Purpose District
Atlantic Avenue Subdistrict

0 200 FEET

Existing Zoning
Figure 2-2

FAR for commercial uses in this district is 6.0. The permitted FAR for residential uses in this district, under the SDBD, is 3.44 with up to 4.0 FAR on wide streets (under the Quality Housing Program) and up to 5.01 FAR for senior housing. The SDBD includes height and setback controls for C6-1 districts.

The block immediately east of the project site and the block south of Atlantic Avenue and east of 4th Avenue are mapped C6-2. As noted above, C6-2 districts are general commercial districts outside central business districts allowing a wide range of commercial, residential, and community facility uses. C6-2 districts are similar to C6-1 districts, but allow a maximum residential FAR of 6.02.

Table 2-1
Existing Zoning Districts in the Study Area

Zoning District	Maximum FAR[1]	Uses/Zone Type
Commercial Districts		
C2-4	2.0 commercial uses[5] Follows bulk residential and community facility regulations of mapped residential district	Commercial overlay mapped within residential districts; includes local shopping and services
C6-1	0.87-3.44 residential uses[2] 6.0 commercial uses[3] 6.5 community facility uses[3]	Medium- to high-density in central business commercial districts
C6-2	6.0 commercial[2] 0.94 to 6.02 residential[4,7] 6.5 community facility uses	General commercial district outside central business district, allowing a wide range of commercial uses and allowing residential and community facility uses; SDBD
C6-4	10.0 residential uses[3] 10.0 commercial uses[3] 10.0 community facility uses	Medium- to high-density in central business commercial districts
Residential Districts		
R6A	3.0[6]	Contextual residential district, medium-density housing, low-rise buildings with greater lot coverage
R6B	2.0 residential uses[4] 2.0 community facility uses	Contextual residential district, medium-density housing, low-rise buildings with greater lot coverage
R7A	4.0 residential uses 4.0 community facility uses	Contextual residential district, medium-density housing, low-rise buildings with greater lot coverage
R8A	6.02[7]	Contextual residential district, high-density housing, compatible with existing older neighborhoods

Notes:
[1] FAR is a measure of density establishing the amount of development allowed in proportion to the base lot area. For example, a lot of 10,000 sf with a FAR of 1 has an allowable building area of 10,000 sf. The same lot with an FAR of 10 has an allowable building area of 100,000 sf
[2] 4.0 FAR permitted on wide streets outside the Manhattan Core under the Quality Housing Program
[3] Up to 20 percent increase for a public plaza bonus
[4] Can be increased with Inclusionary Housing Program bonus
[5] Within R6-R10 (1.0 commercial within R1-R5)
[6] 3.6 FAR with Inclusionary Housing designated area bonus
[7] 7.2 FAR on wide streets outside the Manhattan Core under the Quality Housing Program
Source: *New York City Zoning Resolution*

The study area north of Schermerhorn Street and Lafayette Avenue and south of Hanson Place and east of Flatbush Avenue is mapped C6-4. C6-4 districts have a higher allowable FAR than C6-1 (a maximum FAR of 10.0 for residential, commercial, and community facility uses, or up to 12.0 with a public plaza bonus), and C6-2 districts and are typically mapped in the City's major business districts. Like the C6-1 district, there are special height and setback controls for C6-4 districts within the SDBD.

An R6A district with a C2-4 commercial overlay is mapped along the south side of Atlantic Avenue west of 3rd Avenue. R6A districts have a maximum FAR of 3.0. R6A districts differ from R6 districts in that they permit greater lot coverage, and modified height and setback

regulations with strong street wall requirements, typically resulting in six- or seven-story apartment buildings. Quality Housing is mandatory in this district, and FAR can be increased to 3.6 with Inclusionary Housing designated areas. In addition, parking is waived if five or less spaces are required.

An R6B district is mapped along State Street, south and west of the project site. R6B districts are designed to preserve the scale and streetscape of row house districts. Most residential buildings in R6B districts are set back from the street behind stoops and small front yards. Residential and community facility developments are permitted in R6B districts, at a maximum of 2.0 FAR.

An R7A district with a C2-4 commercial overlay is mapped along the north side of Atlantic Avenue west of Flatbush Avenue, as well as along 3rd Avenue south of the project site. Contextual quality housing bulk regulations are mandatory in R7A districts, resulting in high lot coverage, seven- to eight-story apartment buildings with a consistent street wall.

An R8A district with a C2-4 commercial overlay is mapped along 4th Avenue south of Atlantic Avenue, as well as the south side of Atlantic Avenue west of 4th Avenue. The R8A district is a contextual district usually mapped along major commercial corridors. This district has contextual mandatory Quality Housing bulk regulations that result in 10- to 12-story apartment buildings set at the street wall. In addition to the requirement of street wall development, development in this district is limited to a maximum FAR of 6.02 and an overall height of 120 feet. These districts are generally characterized by high bulk mid-rise apartment buildings.

As noted above, there is a C2-4 commercial overlay district mapped within the study area along Atlantic, 3rd, and 4th Avenues. Representative retail uses within the district include restaurants, beauty parlors and other uses that cater to the neighborhood. The commercial overlay FAR is governed by the residential district in which the overlay is mapped, and the C2 overlay districts permit a slightly wider range of uses than C1 overlay districts. When mapped in R6 through R10 districts, the C2-4 overlay has a commercial FAR of 2.0.

The 400-foot study area includes a small portion of the Atlantic Avenue subdistrict of the SDBD. The Atlantic Avenue subdistrict is intended to preserve the scale and form of development on Atlantic Avenue; preserve and enhance street life by maintaining a mix of residential and commercial uses, encouraging a variety of retail and service uses while limiting automotive service uses; and to protect desirable architectural features of certain buildings by establishing design guidelines for renovation or alteration. Bulk regulations in the Atlantic Avenue subdistrict include streetwall location and material/appearance requirements, and a list of addresses that conform to definitions of specific building types.

PUBLIC POLICY

The public policy initiatives applicable to the project site and the surrounding study area are described below.

BROOKLYN CULTURAL DISTRICT

The study area is within the Brooklyn Cultural District, a joint project between DCP, the New York City Economic Development Corporation (EDC), the New York City Department of Cultural Affairs (DCA), the New York City Department of Housing Preservation and Development (HPD), and the Downtown Brooklyn Partnership. The goal of the Brooklyn Cultural District is to support the existing concentration of established and emerging arts organizations and encourage economic and cultural development with new arts spaces, streetscape enhancements, and affordable housing. The Brooklyn Cultural District is anchored

by the BAM. Plans for the district include new performance and rehearsal spaces, office space for a diverse group of local arts organizations, a public plaza for the community, a library, a cinema, and affordable housing.

FRESH PROGRAM

The project site and study area are located within the Food Retail Expansion to Support Health (FRESH) tax incentive area. This special zoning designation provides financial incentives to promote the establishment and retention of neighborhood grocery stores in underserved communities throughout the five boroughs. The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by a full-line grocery store operator. Tax incentives are discretionary and assessed on a per-case basis.

DOWNTOWN BROOKLYN PARTNERSHIP—METROTECH, FULTON MALL IMPROVEMENT ASSOCIATION, AND COURT-LIVINGSTON-SCHERMERHORN BIDS

The project site is within the boundaries of the MetroTech Business Improvement District (MetroTech BID), which is operated by the Downtown Brooklyn Partnership, a not-for-profit local development corporation that serves as the primary champion for Downtown Brooklyn as a world-class business, cultural, educational, residential, and retail destination. In addition to the MetroTech BID, the Downtown Brooklyn Partnership operates the Fulton Mall Improvement Association, and Court-Livingston-Schermerhorn BID, portions of which are located within the study area. The Downtown Brooklyn Partnership's diverse activities include attracting new businesses and improving the environment for existing companies, facilitating the construction of public spaces and streetscapes that promote an active and cohesive community, supporting and promoting Downtown Brooklyn's cultural assets, and encouraging a sense of place and an engaged civic community. Founded in 1992 as a nonprofit business improvement district and expanded in 2016 to include the areas of the Brooklyn Cultural District and Atlantic Terminal Mall, the MetroTech BID works to further the revitalization of MetroTech Center. MetroTech BID initiatives include a public safety program, sanitation services, and marketing and promotional services.

ATLANTIC TERMINAL URBAN RENEWAL AREA

The eastern corner of the project site (Block 174, Lot 24) and the southern portion of the study area are within the boundaries of the Atlantic Terminal Urban Renewal Area, which was established in 1968 and last revised in 2004. The goals of the Atlantic Terminal Urban Renewal Plan (URP) are to rehabilitate substandard or insanitary structures, encourage development and employment opportunities in the area, and encourage community facility construction (which would include retail areas, park space, and parking provisions) as well as high quality housing.

BROOKLYN CENTER URBAN RENEWAL AREA

The northern portion of the study area is within the boundaries of the Brooklyn Center Urban Renewal Area (BCURA), which was established in 1970 and last revised in 2004, in an effort to strengthen and expand the commercial and retail core and the residential base of Brooklyn Center. The BCURA was established to provide new areas for expansion of office, educational, cultural, manufacturing, and open space uses, and improve traffic safety and rationalize the circulation system in the area by providing for the separation of major pedestrian and traffic flows. The Brooklyn Center Urban Renewal Plan (BCURP) regulations were extended until 2044 as part of the Downtown Brooklyn Development project, which was assessed as part of the

Downtown Brooklyn Development FEIS (2004). In addition, as part of the Downtown Brooklyn Development project, the boundaries of the BCURA were extended to include additional blocks.

DOWNTOWN BROOKLYN DEVELOPMENT PLAN

Approved by the New York City Planning Commission (CPC) on May 10, 2004, and adopted by the New York City Council on June 28, 2004, the Downtown Brooklyn Development Plan was a comprehensive development plan to facilitate the continued growth of Downtown Brooklyn. The plan aimed to foster a multiuse urban environment to serve the residents, businesses, academic institutions, and cultural institutions of Downtown Brooklyn and its surrounding communities. To achieve these goals, the plan called for enacting major zoning changes, creating high quality public spaces, providing adequate parking facilities, improving transit infrastructure, strengthening retail, expanding cultural resources, and enhancing the pedestrian environment. The plan called for increased allowable FAR for commercial, community facility, and residential uses in the Downtown Brooklyn Core Area, which includes the project site. The 2004 approvals from the CPC and City Council included the authorization for acquisition by the City of development parcels in the area and the disposition of such parcels (including the development rights from Willoughby Square) to private parties for redevelopment in accordance with the plan. The project site was rezoned in 2004 from a C6-1 district to a C6-2 district and the non-City-owned portion of the site was analyzed in the 2004 *Downtown Brooklyn Development* FEIS as potential development site DD, which was anticipated to be developed with 199,000 sf of residential use and 40,000 sf of retail use.

HOUSING NEW YORK: A FIVE-BOROUGH, TEN-YEAR PLAN

In May 2014, the de Blasio administration released *Housing New York: A Five-Borough, Ten-Year Housing Plan* (Housing New York)—a plan to build or preserve 200,000 affordable DUs. To achieve this goal, the plan aims to double the capital budget of HPD, target vacant and underused land for new development, protect tenants in rent-regulated apartments, streamline rules and processes to unlock new development opportunities, contain costs, and accelerate affordable construction. The plan details the key policies and programs for implementation, including developing affordable housing on underused public and private sites.

ONENYC

In April 2007, the Mayor's Office of Long Term Planning and Sustainability released PlaNYC: A Greener, Greater New York (PlaNYC). Since that time, updates to PlaNYC have been issued that build upon the goals set forth in 2007 and provide new objectives and strategies. In 2015, *One New York: The Plan for a Strong and Just City* (OneNYC) was released by the Mayor's Office of Sustainability and the Mayor's Office of Recovery and Resiliency. OneNYC builds upon the sustainability goals established by PlaNYC and focuses on growth, equity, sustainability, and resiliency. Goals outlined in the report include those related to housing (ensuring access to affordable, high-quality housing) and thriving neighborhoods (ensuring that neighborhoods will be well-served by transit, affordable housing, retail, and City services).

NEW YORK WORKS

New York Works is a plan released by the de Blasio administration in June 2017 consisting of 25 initiatives to spur 100,000 jobs with good wages over the coming decade. These initiatives are divided into five strategies: Tech, Life Sciences and Healthcare, Industrial and Manufacturing, Creative and Cultural Sectors, and Space for Jobs of the Future. The Spaces for Jobs of the Future strategy of the plan anticipates the future need for high quality office space across the

City, and would create 25,000 jobs through investments in existing and proposed commercial centers across the City. These investments will serve to support jobs closer to where New Yorkers live and to strengthen core job markets and global competitiveness. The *New York Works* plan recognizes the growth of Downtown Brooklyn as a major commercial center, and is supportive of land use proposals that include a substantial commercial office component.

D. FUTURE WITHOUT THE PROPOSED ACTIONS

This section considers land use, zoning, and public policy conditions for the No Action condition in 2025. These conditions are projected by considering changes that are likely or expected to occur on the project site and within the study area.

LAND USE

PROJECT SITE

In the No Action condition, it is assumed that the public high school on the site would remain in its existing facility, and the remainder of the project site would be redeveloped with approximately 252,590 gsf of residential use (approximately 281 DUs), approximately 2,108 gsf of community facility use, approximately 53,185 gsf of retail, and 130 enclosed parking spaces. There are no assurances of affordability for the DUs to be developed on the project site in the No Action condition. In addition, approximately 6,379 sf of privately owned public space would be created at the southeast corner of the site, at the intersection of Flatbush Avenue and State Street.

STUDY AREA

Within the 400-foot study area, there are five development projects expected to be completed and fully occupied and operational by 2025: 15 Lafayette Avenue, 333 Schermerhorn Street, 300 Ashland Place, 93 Rockwell Place, and 509 Pacific Street "The Hendrik," which are currently under construction or recently completed (see Chapter 1, "Project Description" and Figure 1-11). These developments will add 1,281 DUs, 16,476 sf of retail space, 138,563 sf of hotel space, and 71,437 sf of community facility space to the study area by 2025. No other changes to land use are anticipated within the 400-foot study area.

ZONING

In the No Action condition, one change to zoning is currently anticipated that would affect the project site or the study area: the 570 Fulton Street Rezoning. The proposal includes a zoning map change affecting a portion of Block 2106, bounded generally by Flatbush Avenue and Fulton Street. The zoning map amendment would change the underlying C6-4 district to a C6-9 district. The existing C6-4 district allows residential, community facility, and commercial uses to be constructed to an FAR of 12.0. The proposed C6-9 district would allow residential development to an FAR of 12; however, pursuant to a zoning text amendment, commercial and community facility uses would be allowed up to an FAR of 18.0. The rezoning would facilitate the development of a 40-story, mixed-use residential and commercial office building at 570 Fulton Street containing 139 DUs, 89,846 gsf of office space, and 12,433 gsf of retail space.

PUBLIC POLICY

There are no changes to public policy expected in the study area in the No Action condition. Existing public policies are expected to remain in effect.

E. FUTURE WITH THE PROPOSED ACTIONS

LAND USE

PROJECT SITE

In the With Action condition, the project site would be redeveloped with five new buildings (Buildings A through E), including two towers, with a total of approximately 1,285,000 gsf. By 2025, the proposed project would introduce a total of approximately 922 DUs, approximately 245,000 gsf of office space, approximately 145,000 gsf of public school space (350-seat high school and 350-seat lower school), approximately 50,000 gsf of retail space, and approximately 15,000 gsf for a cultural community facility. Of the 922 DUs, approximately 200 DUs would be affordable.

Building A would house the replacement high school and a new lower school in a building with anticipated heights ranging from 50 feet to 130 feet located in the center of the project site, with frontage along State and Schermerhorn Streets and Flatbush Avenue. The building would feature retail space along Schermerhorn Street and Flatbush Avenue. Building B would be a wedge-shaped mixed-use tower located at State Street and Flatbush Avenue on the easternmost portion of the project site. The building's residential entrance would be on State Street and the lobby entrance to the commercial office space would be on Flatbush Avenue. The building would rise to an anticipated height of approximately 560 feet. Buildings A and B would be constructed on the eastern portion of the project site while the existing Khalil Gibran International Academy school buildings remain operational on the western portion of the project site. Building C would be a mixed-use tower located on the western portion of the project site with an anticipated height of 986 feet.

Under the maximum zoning envelope, the larger floorplates generally required for Class A office space could be accommodated within Building C and Building C could be built to the streetwalls of Schermerhorn Street and 3rd Avenue. Under the current design, Building D, the portion of the former school building located at the corner of Schermerhorn Street and 3rd Avenue, would be retained and adaptively reused as cultural community facility space. If Building D is not retained in the final design, cultural space would be included at this general location as part of the new Building C. The maximum zoning envelope would allow for the retention of most of Building E, the former original P.S. 15 building at 3rd Avenue and State Street, and its adaptive reuse with retail space.

When compared to the No Action condition, the incremental development anticipated in the With Action condition comprises approximately 577,410 gsf of residential use, or 641 DUs (approximately 200 affordable DUs), 245,000 gsf of office use, 101,250 gsf of public school use, 12,892 gsf of cultural community facility use, and a decrease of 3,815 gsf of retail use and 130 fewer accessory parking spaces. The approximately 6,379 sf of privately owned public space that would be created at the southeast corner of the site in the No Action condition would not be created in the With Action condition. In addition, the design of the proposed project allows for the integration of an independent project by the New York City Department of Transportation (DOT) to close Schermerhorn Street to traffic between 3rd Avenue and Flatbush Avenue, allowing for an enhanced pedestrian experience.

The proposed residential, office, retail, and public school uses would be consistent with the existing uses on the project site, and the proposed cultural community facility use would be compatible with and supportive of cultural uses in the surrounding area (see discussion below). The proposed actions would result in the replacement of the existing Khalil Gibran International Academy with a new state-of-the-art facility. These improvements will help achieve a better learning environment by providing modern educational facilities. Construction of the proposed project also would include a

new 350-seat lower school, which would provide additional public school capacity at the lower school level in Community School District (CSD) 15 (see Chapter 4, "Community Facilities").

The proposed actions would result in the same residential, commercial, and community facility uses expected under the No Action condition; however, it would allow residential and commercial developments at greater densities than under the No Action condition. The proposed actions would allow for a more efficient use of the project site and focus development in an area well-served by mass transit. The replacement high school and a new lower school would provide amenities for the residential population in Downtown Brooklyn and surrounding neighborhoods. In addition, the approximately 922 DUs, including approximately 200 affordable DUs, would address the shortfall of affordable housing in Brooklyn. The proposed residential and commercial space would be consistent with existing and planned developments in Downtown Brooklyn. The new cultural community facility space to be provided by the proposed project would reinforce Downtown Brooklyn's identity as a cultural destination and the new, high quality office space introduced by the proposed project would support Downtown Brooklyn's growth as an economically vibrant central business district by drawing many new firms to the area and increasing employment opportunities for New Yorkers. The land uses expected with the proposed project would enhance the pedestrian realm with active ground-floor spaces that promote pedestrians safety and walkability. The proposed project would be designed in coordination with the City's planned closure of Schermerhorn Street, which would expand the existing plaza north of Schermerhorn Street and include new seating and landscaping.

STUDY AREA

The proposed project would not result in any land use changes in the study area. The study area would continue to have a mix of predominantly residential, commercial, and institutional uses, and the proposed project's residential, office, retail, and public school uses would be consistent with those uses. The proposed project also would continue the existing study area trends toward increased density and mixed-use development.

Overall, the proposed project would be compatible with and in support of land uses in the surrounding area and would not result in significant adverse land use impacts.

ZONING

As described in Chapter 1, "Project Description," the proposed actions include zoning changes to allow an FAR of 18 on the project site. Pursuant to the zoning map change, the project site would rezoned to a C6-9 district. Zoning text amendments included under the proposed actions would designate the rezoned project site as a Mandatory Inclusionary Housing Area (MIHA) and provide bulk requirements for the C6-9 district in the SDBD. In addition, a zoning text amendment would create a special permit to allow the modification of tower lot coverage, height, setback, and ground-floor regulations, required parking and loading berths, and certain MIH requirements in the C6-9 district in the SDBD, and would apply only to projects on zoning lots with schools under the jurisdiction of ECF or the Department of Education (DOE). The new zoning regulations apply only to the project site at this time. If there are any future applications for a rezoning, including any affecting sites with existing schools, those would be subject to discretionary approvals and additional environmental reviews.

The proposed actions would facilitate the proposed project by increasing the permitted density of the project site and allowing a higher density of residential and commercial uses. The proposed actions would rezone the project site from a C6-2 (R8 equivalent) commercial district to a C6-9 (R10 equivalent) commercial district. The new district would increase the total amount of floor

area permitted from 6.5 FAR to 18.0 FAR, with a maximum residential FAR of 12.0. The increased density on the project site, at a transit-rich location within Downtown Brooklyn, would allow the proposed project to provide a significant amount of school, office, and residential floor area. Such higher densities would be consistent with the development of Downtown Brooklyn over the last decade as a major business and residential center. This development trend has included numerous high-density tower projects near the project site along Flatbush Avenue, a development trend that continues.

Development of the proposed project would be governed by the use and density regulations of the SDBD and the proposed C6-9 zoning district, and the applicable bulk modifications sought under the special permit. The bulk modifications to height and setback requested under the special permit define the building envelope or maximum zoning envelope within which the proposed structures can be built. The maximum zoning envelope for the proposed project is intended to provide design flexibility, and is larger than the space occupied by the proposed buildings. Building C would not be constructed until the new school facilities are completed and the existing high school has relocated. The larger envelope is proposed in order to facilitate the complex and mixed-use nature of the program and to encourage/stimulate Class A commercial tenancy through the creation of larger floor plates.

The proposed changes to zoning to facilitate the proposed project would also be consistent with the goals and purposes of the SDBD, which include "strengthen[ing] the business core of Downtown Brooklyn by improving the working and living environments; foster[ing] development in Downtown Brooklyn and provide direction and incentives for further growth where appropriate; preserv[ing] the historic architectural character of development along certain streets and avenues and the pedestrian orientation of ground floor uses, and thus safeguard the vitality of Downtown Brooklyn; improve the quality of development in Downtown Brooklyn by fostering the provision of specified public amenities in appropriate locations; promote the most desirable use of land and building development for Downtown Brooklyn and thus conserve the value of land and buildings and thereby protect the City's tax revenues."[2] In keeping with these goals the proposed project would introduce new businesses to the Downtown Brooklyn business core, improve the working and living environments in the area through new amenities as well as add affordable DUs, encourage pedestrian orientation at the ground floor through retail uses, provide public amenities including an upgraded school, a new school, and a cultural center, and increase the value of land and buildings thereby increasing the City's tax revenues. In addition, as currently designed, the proposed project would preserve and adaptively reuse historic structures within the project site.

The proposed project would meet the goals of the SDBD by fostering the provision of new facilities for an existing public high school and a new lower school in an area experiencing a need for additional school seats; strengthening the business core of Downtown Brooklyn by improving the working and living environments in the area of the project site, including through the provision of a significant amount of commercial office space; and complementing the existing and ongoing revitalization of the area and contributing to a developing retail environment. The proposed increase in density from 6.5 FAR to 18.0 FAR would enable a full-block redevelopment with a significant amount of a wide array of uses serving the local

[2] Special Downtown Brooklyn District Zoning Resolution Text, City Planning Commission, https://www1.nyc.gov/assets/planning/download/pdf/zoning/zoning-text/art10c01.pdf

community, including the new schools, residential use, including affordable housing, ground-floor retail activation on Flatbush Avenue and 3rd Avenue, a new cultural facility in close proximity to the Brooklyn Cultural District, and commercial office use. This array of uses could not be feasibly provided at the existing density permitted on the project site.

Designating the project site as an MIHA would facilitate the proposed project's development of affordable housing and ensure that approximately 200 DUs of affordable housing would be permanent, providing a long-term, stable reservoir of affordable housing. The modification of tower lot coverage, height, setback, and ground-floor regulations, required parking and loading docks, and certain MIH requirements for projects on zoning lots with sites owned by ECF would facilitate the integrated design elements of the proposed project, providing for the best possible buildings on the project site. No changes in zoning other than those proposed for the project site are anticipated within the study area.

Therefore, the proposed actions would not result in any significant adverse zoning impacts.

PUBLIC POLICY

The proposed project would be compatible and consistent with the public policies that currently apply to the site and the surrounding area.

BROOKLYN CULTURAL DISTRICT

The Brooklyn Cultural District was established to support the existing concentration of established and emerging arts organizations and encourage economic and cultural development with new arts spaces, streetscape enhancements, and affordable housing. The proposed project would be consistent with the goals of the Brooklyn Cultural District, which is anchored by the BAM, located one block away. The proposed project would encourage economic and cultural development, and also provide approximately 200 DUs of affordable housing, all goals of the Brooklyn Cultural District. Furthermore the proposed project would create streetscape enhancements, and has been designed to integrate seamlessly into an independent improvement project undertaken by DOT to close Schermerhorn Street to traffic between 3rd Avenue and Flatbush Avenue and enhance the pedestrian experience. Finally the proposed project would include 15,000 gsf of cultural community facility space, providing for a new cultural space near the BAM.

DOWNTOWN BROOKLYN PARTNERSHIP—METROTECH, FULTON MALL IMPROVEMENT ASSOCIATION, AND COURT-LIVINGSTON-SCHERMERHORN BIDS

As discussed above, the project site is within the boundaries of the MetroTech BID, and portions the boundaries of the Fulton Mall Improvement Association, and Court-Livingston-Schermerhorn BID are within the study area. All three BIDs are operated by the Downtown Brooklyn Partnership, whose diverse activities include attracting new businesses and improving the environment for existing companies, facilitating the construction of public spaces and streetscapes that promote an active and cohesive community, supporting and promoting Downtown Brooklyn's cultural assets, and encouraging a sense of place and an engaged civic community. The proposed project would support the MetroTech BID's goal of ensuring an inviting place to live, work, and visit by introducing affordable housing, office space, cultural community facility space, and an additional school compared to the No Action condition. These spaces would increase economic activity in the area and activate the streetscape, further contributing to Downtown Brooklyn's development as a vibrant neighborhood.

ATLANTIC TERMINAL URBAN RENEWAL AREA

The easternmost portion of the project site is within the Atlantic Terminal Urban Renewal Area; however, it was not identified as an urban renewal site in the Atlantic Terminal URP. The proposed project would be consistent with the goals of the Atlantic Terminal URP, which was established to rehabilitate substandard or insanitary structures, encourage development and employment opportunities in the area, and encourage community facility construction (which would include retail areas, park space, and parking provisions) as well as high quality housing. The proposed project would develop office and retail space on the project sites and adaptively reuse two existing buildings. The proposed project would also develop 641 additional DUs of high quality housing, including approximately 200 affordable DUs.

BROOKLYN CENTER URBAN RENEWAL AREA

The proposed project would be consistent with the goals of the BCURA, which was established in 1970 and last revised in 2004 in an effort to strengthen and expand the commercial and retail core and the residential base of Brooklyn Center. The BCURA is intended to provide new areas for expansion of office, educational, cultural, manufacturing, and open spaces uses; and improve traffic safety and rationalize the circulation system in the area by providing for the separation of major pedestrian and traffic flows. The proposed project would provide new space for office and educational uses. Furthermore the proposed project was designed to seamlessly integrate into DOT's independent project to close Schermerhorn Street to traffic between 3rd Avenue and Flatbush Avenue, consistent with BCURA's goal of rationalizing the circulation system in the area.

DOWNTOWN BROOKLYN DEVELOPMENT PLAN

The proposed project would further the goals of the Downtown Brooklyn Development Plan, enacted in 2004 as a comprehensive development plan to facilitate the continued growth of Downtown Brooklyn. The proposed project would provide new retail space, strengthening retail in the area, and would enhance the pedestrian environment through its seamless integration with the future closure of Schermerhorn Street to non-pedestrian traffic. Though the proposed project is larger than the FAR analyzed for the project site as part of the Downtown Brooklyn Development Plan, it would be consistent with the Plan's goal of increased FAR for commercial, community facility, and residential uses in the Downtown Brooklyn Core Area. Overall, the proposed project would greatly contribute to the Downtown Brooklyn Development Plan's goal of continued growth of the area.

HOUSING NEW YORK: A FIVE-BOROUGH, TEN-YEAR PLAN

Housing New York is a plan released by the de Blasio administration in 2014 to build or preserve 200,000 affordable DUs. In Fiscal Year 2017, under *Housing New York*, the City financed the creation and preservation of more than 24,000 affordable DUs across the five boroughs, exceeding projections by more than 4,000 DUs. In the third full fiscal year of *Housing New York*, the City financed approximately 7,700 new construction DUs and approximately 16,600 preservation DUs. The Fiscal 2017 affordable housing production figure is the second highest in New York City history. In October of 2017, the City announced a new goal of preserving and/or creating 300,000 affordable DUs by 2026. The proposed project would greatly contribute to the goals of the plan by providing approximately 200 affordable DUs.

ONENYC

OneNYC is a plan released in 2015 as a long term plan for the region, setting goals focusing on growth, equity, sustainability, and resiliency. The proposed project would be consistent with the goals of the plan through several of its planned components. This includes the high quality affordable housing to be provided by the proposed project, the additional office space that will draw new employees to the area, and the new school and community facility that would be built by the proposed project, which would contribute to ensuring that Downtown Brooklyn is a thriving neighborhood well-served by City services.

NEW YORK WORKS

The proposed project would be consistent with the de Blasio administration's *New York Works* plan, particularly with regard to the "Spaces for Jobs of the Future" subcomponent of the plan. The Space for Jobs of the Future strategy of the *New York Works* plan involves investment in jobs closer to where New Yorkers live and in core jobs markets, particularly in regional centers like Downtown Brooklyn and Long Island City. The proposed project would introduce 245,000 gsf of new high quality office space into Downtown Brooklyn. Furthermore the proposed project's rezoning actions would be similar to the approved rezoning of 141 Willoughby in Downtown Brooklyn to support increased density with a substantial commercial component. The proposed project would contribute to *New York Works* goal of supporting the growth of emerging commercial centers like Downtown Brooklyn.

Overall, the proposed project would not result in any significant adverse impacts to public policy.✷

Chapter 3: Socioeconomic Conditions

A. INTRODUCTION

This chapter describes the socioeconomic changes that could result from the proposed project, and assesses whether such changes could result in significant adverse impacts. As described in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, the socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. The proposed project is, by design, intended to facilitate change in Brooklyn. The objective of the CEQR analysis is to disclose whether any of these changes would result in significant impacts when compared with what could happen in the future without the proposed project.

In accordance with *CEQR Technical Manual* guidelines, this socioeconomic assessment considers five ways that a project could alter socioeconomic conditions: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement; and (5) adverse effects on specific industries.

PRINCIPAL CONCLUSIONS

The proposed actions would not result in significant adverse impacts related to socioeconomic conditions. Screening-level assessments were conducted for direct residential and business displacement, and preliminary assessments were conducted for indirect residential and business displacement, as well as adverse effects on specific industries. As summarized below, no significant adverse impacts would result.

DIRECT RESIDENTIAL DISPLACEMENT

A screening-level assessment finds that the proposed project would not result in significant adverse socioeconomic impacts due to direct residential displacement. The four dwelling units (DUs) on the project site would be directly displaced in the future without the proposed actions (the "No Action" condition). These four DUs are therefore not considered displaced in the future with the proposed actions (the "With Action" condition). The four DUs are not rent controlled or rent stabilized and have leases that expire in 2018. For the purposes of the CEQR analysis, displacement that could be expected to occur absent the proposed project is not attributed to the proposed project. Therefore, the proposed project would not directly displace any residents. No further assessment of direct residential displacement is warranted.

DIRECT BUSINESS DISPLACEMENT

A screening-level assessment finds that the proposed project would not result in significant adverse impacts due to direct business displacement. There are five businesses on the project site: CKO Kickboxing of Park Slope; New York City (NYC) Human Resources Administration Office; Jalapa Jar; Recess Assembly; and Gem Pawnbrokers Corporation. In aggregate, the five

businesses employ an estimated 369 workers, of which an estimated 326 workers (88.3 percent) are employed by the NYC Human Resources Administration. All tenants have leases (or license agreements) that expire on or before 2019. New York City Human Resources Administration has already identified a new site in Bushwick, Brooklyn and intends to relocate in 2018. The existing five firms on the project site and associated employment would be displaced in the No Action condition, as a result of the as-of-right development projected to occur on the project site. The businesses and employment that are assumed to be displaced in the No Action condition are not considered displaced in the With Action condition. Therefore, the proposed project would not directly displace any businesses or employees. No further assessment of direct business displacement is warranted.

INDIRECT RESIDENTIAL DISPLACEMENT

A preliminary assessment finds that the proposed project would not result in significant adverse impacts due to indirect residential displacement. The concern under CEQR is whether a proposed project could lead to changes in local market conditions that could, in turn, lead to increases in residential property values and rents within the study area, making it difficult for some residents to remain in the area. While the proposed project would add new population which could have a higher average household income than the average household income in the study area, the proposed project would not introduce or accelerate the existing trend of changing socioeconomic conditions. There is already a readily observable trend toward higher incomes, new market-rate residential development, and increasing rents in the study area. The proposed project would include approximately 200 DUs that would be permanently affordable to low- and very low-income households in an area where otherwise they would not be able to afford current rents.

Based on *CEQR Technical Manual* guidelines, a vulnerable population is defined as renters living in privately held units unprotected by rent control, rent stabilization, or other government regulations restricting rents, and whose incomes or poverty status indicate that they may not support substantial rent increases. In the case of the proposed project, a vast majority of study area residents are not vulnerable to displacement as defined under CEQR because they live in housing not vulnerable to rent pressures, or their incomes can support substantial rent increases. Approximately 26 percent of study area residents live in owner-occupied housing, and would not be subject to rent pressures. Of the remaining 74 percent of study area residents, depending on the number of deregulated units in the study area, between 22 and 43 percent of renters are protected by rent control, rent stabilization, or other government regulations that protect rents from market influences generated by changes in market conditions.[1] Notable examples include 1,139 households living in the Gowanus Houses, part of New York City Housing Authority (NYCHA) public housing, as well as 218 households living in Brooklyn Academy of Music (BAM) North (590-600 Fulton Street) and 288 households living at 155 Dean Street. Of the 68 to 84 percent of households living in unprotected-market rate DUs, based upon the two decade trend of raising household incomes and market-rate rents in the study area, it is not expected that the

[1] In addition to permanently rent-regulated DUs, currently there are rent-stabilized DUs that could become de-regulated in accordance with the Emergency Tenant Protection Act (ETPA). Depending upon the level of deregulation within the study area, which is not available through publicly accessible data, there could be between zero (100 percent deregulation) and 3,836 (0 percent deregulation) rent-stabilized DUs, which accounts for the presented range of renters who protected rent control, rent stabilization, or other government regulations.

market-rate units resulting from the proposed project will be occupied by a population that is economically different than the population living in existing market rate housing in the study area.

INDIRECT BUSINESS DISPLACEMENT

A preliminary assessment finds that the proposed project would not result in significant adverse impacts due to indirect business displacement. The concern under CEQR is whether a proposed project could lead to changes in local market conditions that could, in turn, lead to increases in commercial property values and rents within the study area, making it difficult for some categories of businesses to remain in the area. Another concern under CEQR is whether a proposed project could lead to displacement of a use type that directly supports businesses in the study area or brings people to the area that forms a customer base for local businesses.

The study area has well-established residential, retail, and office uses and markets such that the proposed project would not add a new economic activity or add to a concentration of a particular sector of the local economy enough to significantly alter or accelerate existing economic patterns. The proposed project would not directly displace uses that provide substantial direct support for businesses in the area (such as ambulance services for hospitals) or that bring people into the area that form a substantial portion of the customer base for local businesses. The proposed project would strengthen New York City's economic base by providing new, modern office space in the City's third-largest central business district. The development would attract new businesses and help retain existing businesses, as well as help achieve the City's goal of meeting the demand citywide for 60 million square feet (sf) of office space expected during the next decade. In addition, the proposed project would generate new employment opportunities, and create new retail opportunities to meet the needs of local workers, residents, and visitors. The proposed project would not introduce enough of a new economic activity to adversely affect business conditions in the study area.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

A preliminary assessment finds that the proposed project would not result in significant adverse impacts due to adverse effects on specific industries. An analysis is warranted under *CEQR Technical Manual* methodology if a substantial number of residents or workers depend on the goods or services provided by the affected businesses, or if a proposed project would result in the loss or substantial diminishment of a particularly important product or service within the industry. The proposed project would not significantly affect the business conditions in any industry or any category of business within or outside the study area. The proposed project would not result in significant indirect business displacement, and therefore would not indirectly substantially reduce employment or have an impact on the economic viability in any specific industry or category of business.

B. METHODOLOGY

Following *CEQR Technical Manual* guidelines, the socioeconomic analysis begins with a screening-level assessment (see Section C, "Screening Assessment" below) that determines the need for a preliminary assessment. The *CEQR Technical Manual* guidelines recommend examination of five ways in which a project could alter socioeconomic conditions: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement; and (5) adverse effects on specific industries. The *CEQR Technical Manual* defines thresholds for analysis for each of the five categories. According to

the *CEQR Technical Manual*, direct displacement of less than 500 residents would not typically be expected to substantially alter the socioeconomic character of a neighborhood and, thus, would not warrant a direct residential displacement analysis. For direct business displacement, the *CEQR Technical Manual* notes that direct displacement of more than 100 employees, or displacement of any business that is unusually important because its products or services are uniquely dependent on its location, is subject to policies or plans aimed at its preservation, or that serves a population uniquely dependent on its services in its present location could potentially alter the socioeconomic character of a neighborhood and would warrant a preliminary analysis of direct business displacement. According to the *CEQR Technical Manual*, residential development of 200 DUs or less or commercial development of 200,000 sf or less would typically not result in significant socioeconomic impacts and would not trigger the need for indirect residential or indirect business displacement analyses. Finally, if a project is expected to affect conditions within a specific industry, a preliminary assessment of adverse impacts on a specific industry would be warranted. As described below, the proposed project would not result in any direct residential or business displacement. For the three other areas of socioeconomic concern—indirect residential displacement, indirect business displacement, and adverse effects on specific industries—the screening assessments identified that preliminary assessments were warranted.

The preliminary assessments are conducted to learn enough about the potential effects of a project to either rule out the possibility of significant adverse impacts or determine that a more detailed analysis is required to fully determine the extent of the impacts. A preliminary assessment responds to questions based on guidance from the *CEQR Technical Manual*. If the responses to questions indicate there is no potential for significant adverse impacts, further analysis is not warranted. A detailed analysis, when warranted, addresses the same issues of concern, but frames the assessment to more particularly examine the changes to socioeconomic conditions in the With Action condition as compared to the changes that would be expected in the No Action condition. With respect to the proposed project, for the three areas of concern warranting preliminary assessments—indirect residential displacement, indirect business displacement, and adverse effects on specific industries—a preliminary assessment (see Section D, "Preliminary Assessment" below) was sufficient to conclude that the proposed project would not result in significant adverse socioeconomic impacts.

PROJECT SITE

The project site is Block 174, Lots 1, 9, 13, 18, 23, and 24 in Downtown Brooklyn. The project site consists of the 61,399-sf block bounded by Schermerhorn Street to the north, Flatbush Avenue to the east, State Street to the south, and 3rd Avenue to the west. It is located in Brooklyn Community District (CD) 2.

Lot 1 on the western portion of the project site is currently occupied by the Khalil Gibran International Academy, a 43,750 gsf public high school operated by the New York City Department of Education (DOE). The remainder of the site is currently a mix of residential (four DUs) and commercial (26,828 gsf of retail and restaurant space and 83,226 gsf of office space) uses. The commercial uses are as follows: Gem Pawnbrokers Corporation, Recess Assembly, Jalapa Jar, CKO Kickboxing of Park Slope, and New York City Human Resources Administration Office. Collectively, the commercial uses are estimated to employ approximately 369 workers.

STUDY AREA DEFINITION

A socioeconomic study area is the area within which the proposed project could directly or indirectly affect population, housing, and economic activities. A study area typically encompasses a project site and adjacent areas within approximately 400 feet, ¼-mile, or ½-mile, depending upon the project size and area characteristics. According to the *CEQR Technical Manual*, the larger ½-mile study area is appropriate for projects that would potentially increase the ¼-mile area population by more than 5 percent. Under the With Action condition, the proposed project would increase the ¼-mile area population by approximately 1,288 people[2] (18 percent), warranting a larger study area.

Because socioeconomic analyses depend on demographic data, it is appropriate to adjust the study area boundary to conform to the census tract delineation that most closely approximates the desired radius (in this case, a ½-mile radius surrounding the boundary of the project site). For this analysis, the census tracts that comprise the "socioeconomic study area," or "study area," are shown in **Figure 3-1** and include Census Tracts 31, 33, 35, 37, 39, 41, 71, 127, 129.01, 129.02, 161, 179, and 181. The study area is generally bounded by Myrtle Avenue to the north, Carlton Avenue to the east, Douglass Street to the south, and Hoyt Street to the west.[3]

DATA SOURCES

The assessments of direct business displacement, indirect business displacement, and potential effects on specific industries consider business and employment trends in the study area. Land use data was analyzed using 2017 MapPLUTO data provided by DCP. The data for the study area that were used to estimate the total number and types of businesses and jobs were based on the New York State Department of Labor (NYSDOL) Quarterly Census of Employment and Wages (QCEW) for the third quarter of 2015, compiled at the census-tract level by DCP Housing, Economics, and Infrastructure Planning (HEIP) Division in June 2017. QCEW Data on New York County and New York City were gathered by AKRF, Inc. for the third quarter of 2015. The above-described data were supplemented by field surveys conducted by AKRF staff during the spring 2017 season. During the field surveys, AKRF staff characterized land uses and economic activities.

Information used in the analyses of indirect residential displacement—including population, housing, rents, and incomes—were gathered from the U.S. Census Bureau's 2000 Census and 2011–2015 American Community Survey (ACS). The average household size information for the CD was obtained through the New York City Department of City Planning (DCP) Community Portal and is based on the 2010 Census. Data on the study area were compared to Brooklyn (Kings County) and New York City. Study area and comparative geographies' market-rate asking rents were researched using StreetEasy, an online real estate listing site. Buildings with one or more rent-regulated DUs were identified using the New York University (NYU) Furman Center's subsidized housing database, CoreData.nyc. DUs protected by rent control, rent stabilization, or other government regulations limiting rent increases were identified using a combination of Furman Center data, and 2017 MapPLUTO data.

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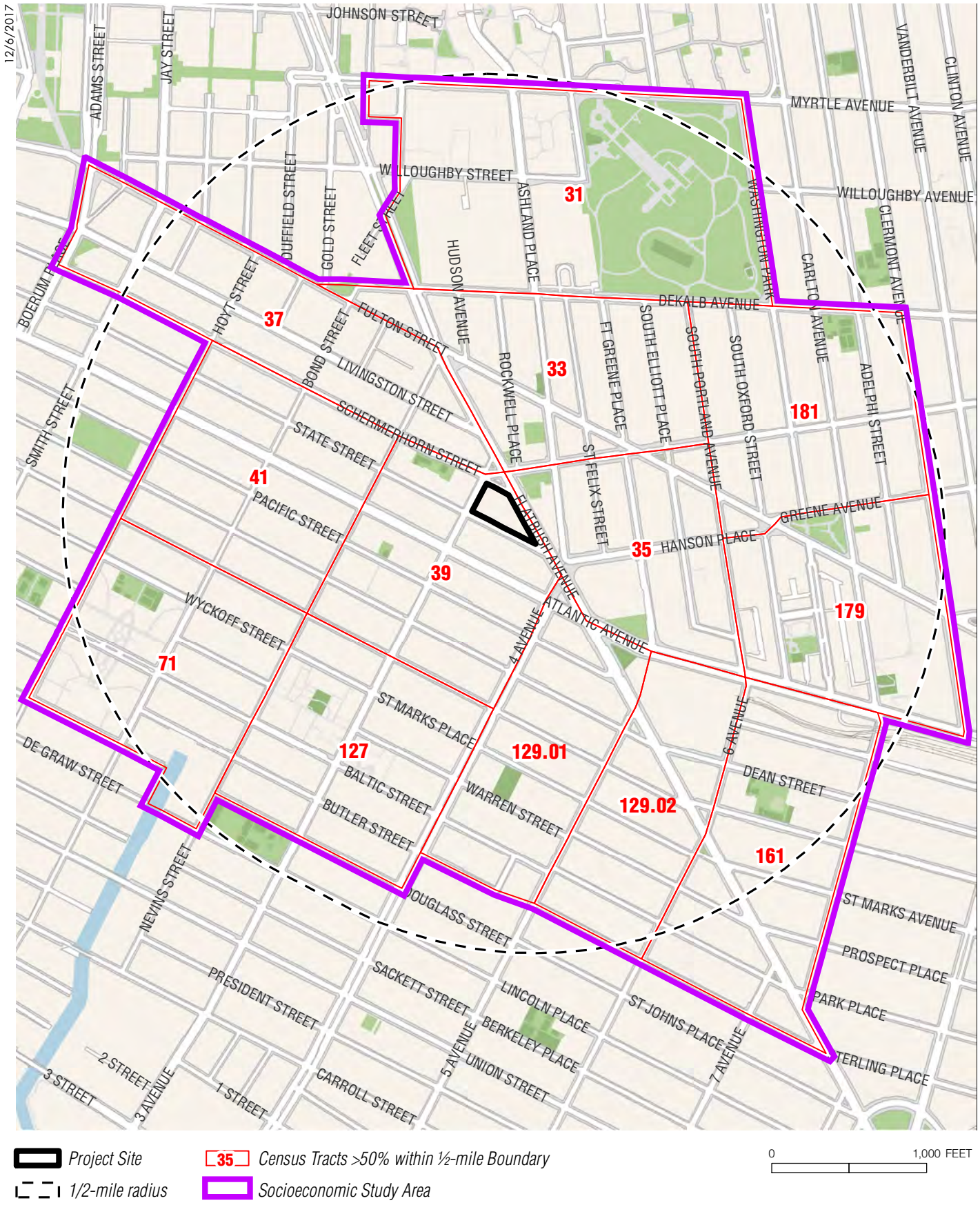
[2] Residential population estimates resulting from the proposed project are based on the average household size for CD 2 (2.01 persons per DU).

[3] Source: Google Maps



ECF 80 FLATBUSH AVENUE

Socioeconomic Study Area
Figure 3-1

C. SCREENING ASSESSMENT

This screening assessment presents the *CEQR Technical Manual* threshold circumstances (numbered in italics below) that can lead to socioeconomic changes warranting further analysis, and compares those thresholds to the proposed project's Reasonable Worst Case Development Scenario (RWCDS).

1. *Direct Residential Displacement: Would the project directly displace population to the extent that the socioeconomic character of the neighborhood would be substantially altered? Displacement of less than 500 residents would not typically be expected to alter the socioeconomic character of a neighborhood.*

The proposed project would not directly displace any residents. Residents of the existing four DUs on the project site would be displaced in the No Action condition, as a result of the as-of-right development projected to occur on the project site. The four DUs are not rent controlled or rent stabilized, and have leases that expire in 2018. Residents that would be displaced in the No Action condition are not considered displaced in the With Action condition. Therefore, no further assessment of direct residential displacement is warranted.

2. *Direct Business Displacement: Would the project directly displace more than 100 employees, or would it displace any business that is unusually important because its products or services are uniquely dependent on its location, are subject of policies or plans aimed at its preservation, or that serves a population uniquely dependent on its services in its present location?*

The proposed project would not directly displace any businesses. The existing five firms on the project site and associated employment would be displaced in the No Action condition, as a result of the as-of-right development projected to occur on the project site. In addition, the potentially displaced businesses have leases (or license agreements) that expire on or before 2019. The businesses and employment that are assumed to be potentially displaced in the No Action condition are not considered displaced in the With Action condition. Therefore, no further assessment of direct business displacement is warranted.

It should be noted that the proposed project has been designed to accommodate the ongoing, on-site operation of the existing Khalil Gibran International Academy. The first segment of the construction sequencing would include the development of a state-of-the-art replacement high school building for the existing school. Khalil Gibran International Academy would remain operational at its existing location until the replacement building is ready for use and occupancy. Relocation of a school to a new building on the project site is not considered to be direct displacement according to the *CEQR Technical Manual.*

3. *Indirect Residential and Business Displacement due to increased rents: Would the project result in substantial new development that is markedly different from existing uses, development, and activities within the neighborhood? Residential development of 200 units or less or commercial development of 200,000 square feet or less would typically not result in significant socioeconomic impacts.*

The proposed project would result in the incremental development of approximately 641 DUs, which is above the 200-DU threshold warranting assessment of potential indirect displacement. In addition, there would be an increment of approximately 241,815 gsf of commercial office and retail space on the project site above the No Action condition, which is above the 200,000 gsf threshold warranting assessment of potential indirect displacement. As such, analyses of

potential indirect residential displacement and indirect business displacement due to increased rents are warranted and are included in Section D, "Preliminary Assessment."

4. *Indirect Business Displacement due to market saturation: Would the project add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in a potential for disinvestment on local retail streets? Projects resulting in less than 200,000 square feet of retail on a single development site would not typically result in socioeconomic impacts.*

Based on *CEQR Technical Manual* guidelines, an assessment of potential business displacement due to retail market saturation (i.e., competition) is not warranted. The proposed project would introduce less retail space compared to the No Action condition. Given the retail resulting from the proposed project would be less than that of the No Action condition, further analysis of indirect business displacement due to market saturation is not warranted.

5. *Adverse Impacts on Specific Industries: Is the project expected to affect conditions within a specific industry? An analysis is warranted if a substantial number of residents or workers depend on the goods or services provided by the affected businesses or if it would result in the loss or substantial diminishment of a particularly important product or service within the industry.*

As noted in the response to screening question 3 above, the proposed project could result in indirect business displacement. As such, an assessment is warranted in order to understand whether a substantial number of residents or workers depend on the goods or services provided by the affected businesses. Section D, "Preliminary Assessment" addresses whether the proposed project could significantly affect business conditions in any industry or category of business within or outside the study area, or whether they could substantially reduce employment or impair viability in a specific industry or category of business.

Based on the above screening assessment, the proposed project warrants further assessment of indirect residential displacement, indirect business displacement due to increased rents, and adverse effects on specific industries.

D. PRELIMINARY ASSESSMENT

INDIRECT RESIDENTIAL DISPLACEMENT

As described in the *CEQR Technical Manual*, indirect residential displacement usually results from substantial new development that is markedly different from existing uses and activity in an area, which can lead to increased property values in the area. Increased property values can lead to increased rents, which can make it difficult for some existing residents to remain in their homes.

Generally, an indirect residential displacement analysis is conducted only in cases in which the potential impact may be experienced by renters living in privately held DUs unprotected by rent control, rent stabilization, or other government regulations restricting rents, and whose incomes or poverty status indicate that they may not support substantial rent increases. The *CEQR Technical Manual's* step-by-step guide for a preliminary assessment of indirect residential displacement is presented in italics below.

1. *Determine if the proposed project would add new population with higher average incomes compared with the average incomes of the existing populations and any new population expected to reside in the study area without the project.*

Household income characteristics for the study area population are described using the average and median household incomes. The average household income is calculated by dividing the aggregate income by the total number of households in the study areas. The presence of high-income households raises the average income, sometimes substantially higher than the median household incomes in the study area. The median household income represents the mid-point of all household incomes in the study area.

As shown in **Table 3-1**, according to the 2011–2015 ACS data, the average annual household income in the socioeconomic study area was $109,876. The average household incomes of census tracts vary as shown in **Figure 3-2**. In comparison, the average household income was $72,732 in Brooklyn, and $86,627 in New York City as a whole. The average household incomes for all geographies are higher than the respective median household incomes, indicating that each study area contains a population that is earning significantly more than the median household income. As shown in **Table 3-1** and **Figure 3-3**, based on ACS 2011–2015 data, the median household income for the study area was $79,626 annually, compared with $48,720 and $54,232 for Brooklyn and New York City, respectively. According to the 2000 Census and 2011–2015 ACS, the study area's average and median household incomes have been higher than that of Brooklyn and New York City.

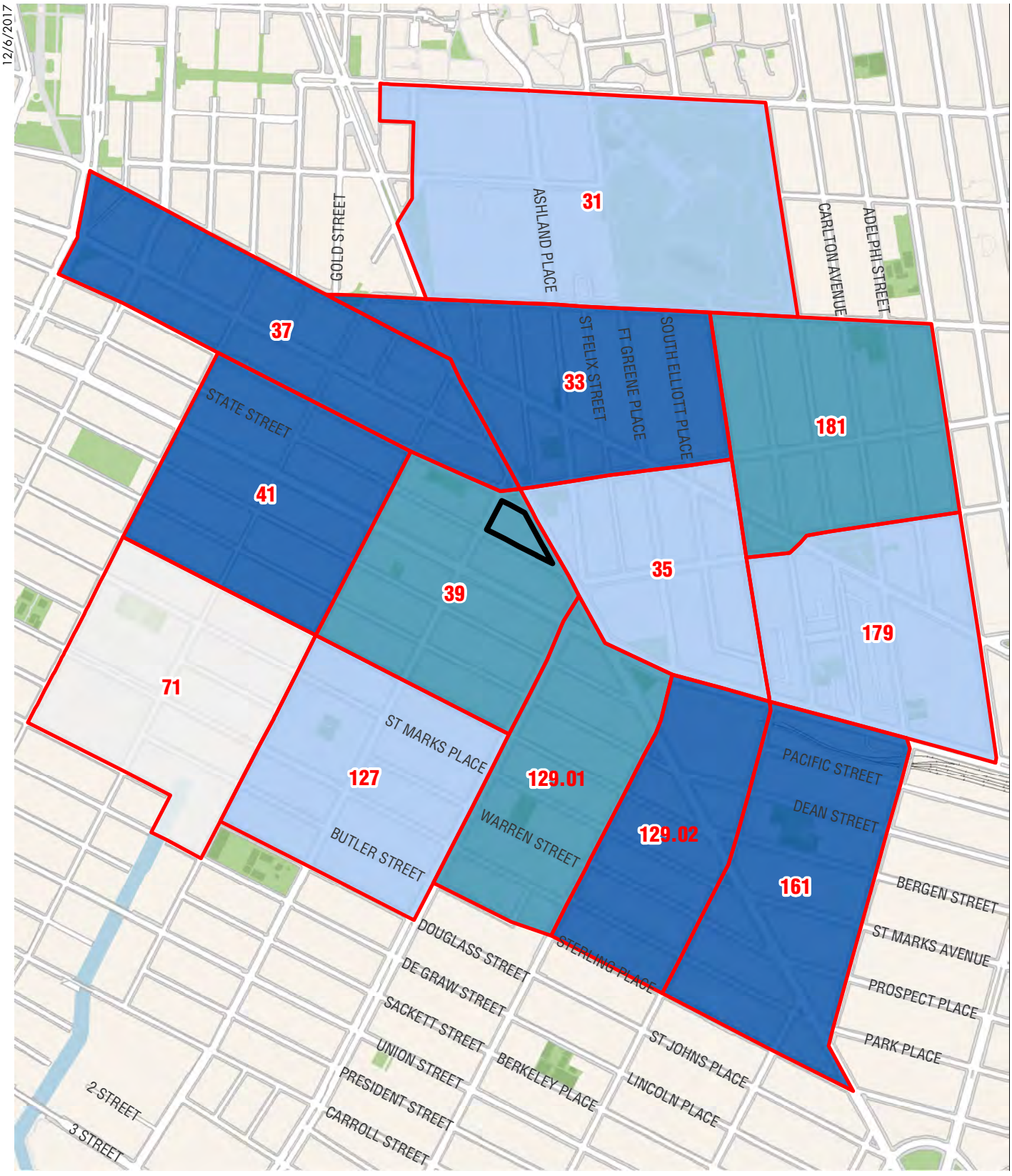
Table 3-1
Household Income Characteristics[1] (2000, 2011–2015 ACS)

Area	Average Household Income			Median Household Income		
	2000	2011–2015	Percent Change	2000	2011–2015	Percent Change
Socioeconomic Study Area	$87,582	$109,876	25.5	$65,142	$79,626	22.2
Brooklyn	$68,880	$72,732	5.6	$47,815	$48,720	1.9
New York City	$87,052	$86,627	-0.5	$57,128	$54,232	-5.1

Note:
[1] All dollar figures have been adjusted to 2016 dollars based on the U.S. Department of Labor, Consumer Price Index, 2016 Annual.
Sources:
U.S. Census Bureau, Census 2000 and 2011–2015 ACS. Accessed through Social Explorer in May 2017.

The trend of comparatively high and increasing household incomes is well-established in Downtown Brooklyn. Since 2000, the average and median household incomes in the socioeconomic study area have increased by approximately 25.5 and 22.2 percent, respectively. In comparison, over the same time period, the average and median household incomes for Brooklyn increased by 5.6 and 1.9 percent, respectively, while the average and median household income for New York City decreased by 0.5 percent and 5.1 percent, respectively (see **Table 3-1**). The relatively large change in average and median household income for the study area was due primarily to the substantial growth in affluent residential population within Census Tract 33, 37, 39, and 127. Residents of Census Tract 37, which is roughly bounded by Fulton Street to the north, Flatbush Avenue to the east, Schermerhorn Street to the south, and Boerum Place to the west, experienced 127.7 percent growth in average household income between 2000 and the 2011–2015 ACS and 89.7 percent growth in median household income during the same time period. Residents of Census Tract 127, which is bounded by Bergen Street to the north, 4th Avenue to the east, Douglass Street to the south, and Nevins Street to the west, experienced 81.3

12/6/2017



Project Site

35 *Census Tracts >50% within ½-mile Boundary*

under $75,000

$75,000 - $100,000

$100,000 - $125,000

$125,000 - $150,000

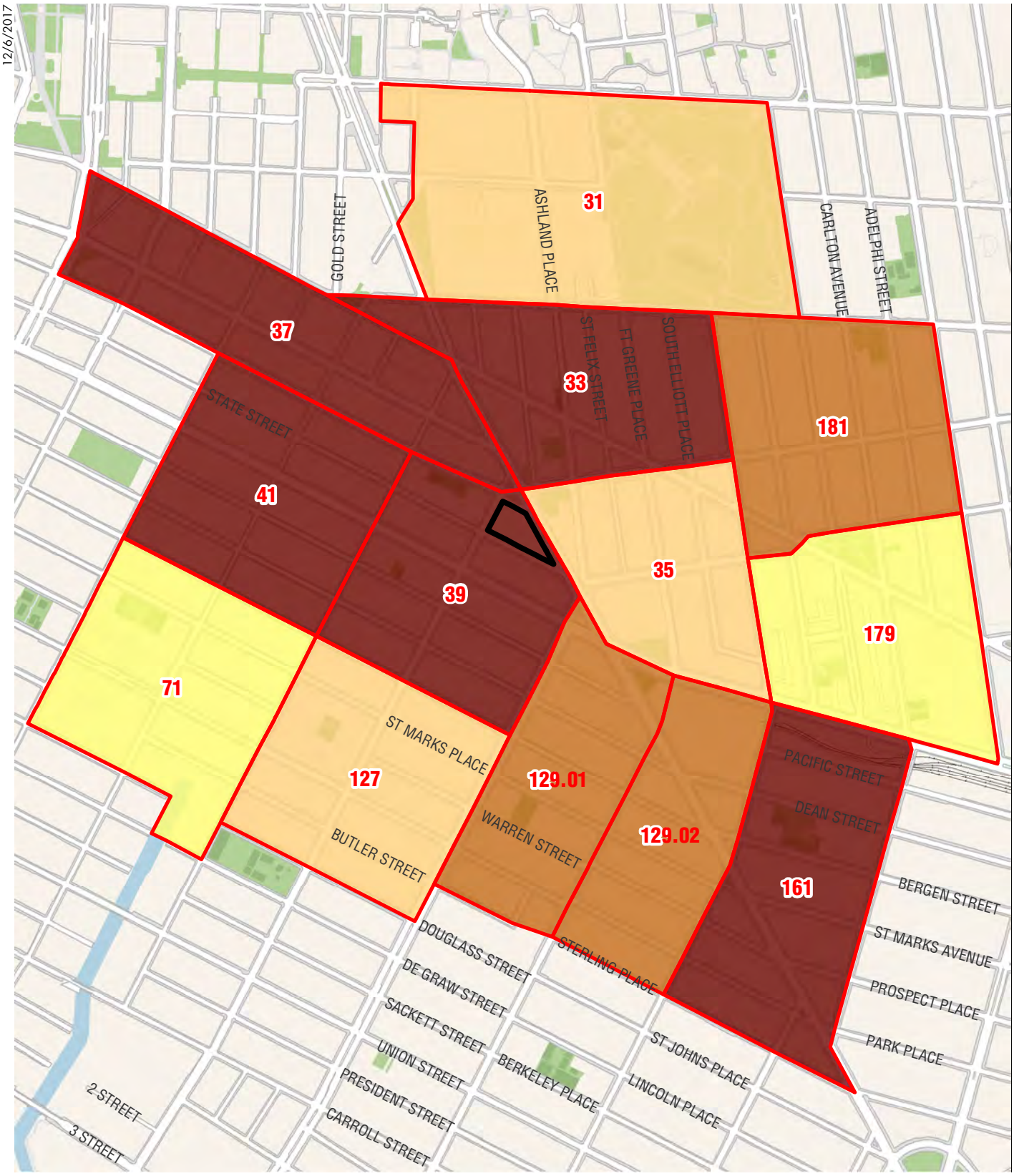
0 1,000 FEET

Average Household Income
by Census Tract

Figure 3-2

ECF 80 FLATBUSH AVENUE

12/6/2017



Project Site

35 *Census Tracts >50% within ½-mile Boundary*

$25,000 - $50,000

$50,000 - $75,000

$75,000 - $100,000

$100,000 - $125,000

0 1,000 FEET

Median Household Income
by Census Tract

Figure 3-3

ECF 80 FLATBUSH AVENUE

percent growth in average household income and 83.8 percent growth in median household income between 2000 and the 2011–2015 ACS.

A contributing factor to the significant increase in household income could be that the increased residential development in the study area has been predominantly market-rate. The number of households in the study area as a whole has increased by 13.2 percent between 2000 and the 2011–2015 ACS. The number of households in Census Tract 37 increased almost three-fold from 208 households in 2000 to 547 households according to the 2011–2015 ACS. A similar trend of increasing household income coinciding with a growing number of households is occurring in Census Tracts 33, 39, and 127. Several new housing developments within the study area include 210 Livingston Street (a 368-DU development), 415 Red Hook Lane (a 108-DU development), and 333 Schermerhorn Street (600-DU development). While these developments set aside up to 20 percent of DUs for affordable housing, incomes of residents of the buildings could still, on average, be higher than the existing average household income since affordability levels are based on the New York City region's area median incomes (AMI) rather than county-specific household incomes.[4]

Average and median household incomes within the socioeconomic study area vary considerably by location (see **Figures 3-2 and 3-3**). The average household income in Census Tract 71 (located south of Bergen Street and west of Nevins Street) is $71,931, while the average in Census Tract 41 (located north of Bergen Street and west of Nevins Street) is $141,854. The variation in household income is attributable to the study area's combination of market-rate residential DUs and rent-regulated housing, including public housing. As noted previously, there has been a recent influx of market-rate residential development. Alongside the incoming market-rate housing are approximately 2,168 DUs of public housing, including 1,139 DUs at the Gowanus development (Census Tract 71); 529 DUs at Wyckoff Gardens (Census Tract 127); 200 DUs at 572 Warren Street (Census Tract 127); and 300 DU at Atlantic Terminal Site 4B (Census Tract 179).[5]

By 2025 the proposed project would result in an incremental increase of approximately 641 market-rate DUs and approximately 200 affordable DUs. The inclusion of affordable DUs would be due to the application of the Mandatory Inclusionary Housing (MIH) program to the project site. The 2017 AMI levels for the New York City region by family size are presented in **Table 3-2** below, while **Table 3-3** presents the monthly rents by unit size for the same levels of AMI, or "AMI bands." It should be noted that these levels will change over time.

While the average incomes of residents living in the proposed project's affordable housing ($45,840 for a two-person family) would be less than the study area average ($109,876), current household income and residential development trends suggest that residents of the proposed project's market rate units could have higher average incomes compared with the average income of the existing study area population. Therefore, Step 2 of the preliminary assessment is warranted.

[4] In addition, affordable DUs built as a result of older inclusionary housing regulations were not required to set aside a portion of DUs for residents with incomes as low as 40 percent of AMI, which new developments are required to do and which would, in the aggregate, serve to maintain a more diverse range of household incomes in the study area.

[5] Source: http://nycha.maps.arcgis.com/apps/webappviewer/index.html?id=41c6ff5e73ec459092e982060b7cf1a1

Table 3-2
2017 New York City AMI

Family Size	30% of AMI	40% of AMI	50% of AMI	60% of AMI	70% of AMI	80% of AMI	100% of AMI	130% of AMI	165% of AMI
1	$22,040	$26,720	$33,400	$40,080	$46,760	$53,440	$66,800	$86,840	$110,220
2	$22,920	$30,560	$38,200	$45,840	$53,480	$61,120	$76,400	$99,320	$126,060
3	$25,770	$34,360	$42,950	$51,540	$60,130	$68,720	$85,900	$111,670	$141,735
4	$28,620	$38,160	$47,700	$57,240	$66,780	$76,320	$95,400	$124,020	$157,410
5	$30,930	$41,240	$51,550	$61,860	$72,170	$82,480	$103,100	$134,030	$170,115

Source: U.S. Department of Housing and Urban Development

Table 3-3
2017 New York City Affordable Monthly Rents by AMI

Unit Size	30% of AMI	40% of AMI	50% of AMI	60% of AMI	70% of AMI	80% of AMI	100% of AMI	130% of AMI
Studio	$331	$475	$618	$761	$947	$1,091	$1,377	$1,807
1 BR	$426	$605	$784	$963	$1,196	$1,375	$1,733	$2,270
2 BR	$521	$736	$951	$1,166	$1,445	$1,660	$2,089	$2,733
3 BR	$594	$843	$1,091	$1,339	$1,661	$1,910	$2,406	$3,150

Note:
Assumes tenant pays electricity. Rents are approximate and have been calculated at 30 percent of annual gross income of the target AMI. For low-income bands, rents are based on 30 percent of 27 percent, 37 percent, 47 percent, and 57 percent of AMI. Studio rents are based on a household factor of 0.6

Source:
New York City Department of Housing Preservation and Development (HPD) website:
http://www1.nyc.gov/site/hpd/about/what-is-affordable-housing.page

2. *Determine if the project's increase in population is large enough relative to the size of the population expected to reside in the study area without the project to affect real estate market conditions in the study area.*

According to the *CEQR Technical Manual*, if the population increase is greater than 5 percent in the study area, Step 3 of the indirect residential displacement analysis is required. While the incremental population resulting from the proposed project (1,288 persons) would not represent 5 percent of the ½-mile study area, it would represent a substantial percentage of the ¼-mile area, and, therefore, Step 3 was conducted.

3. *Step 3: Consider whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the action on such trends within the study area.*

Similar to the increasing household incomes of the study area described in Step 1, above, residential rents have increased in the study area since 2000 (see **Table 3-4**). According to U.S. Census data, the average and median gross rents in the study area have increased between approximately 40 and 46 percent, respectively. Average and median gross rents vary widely when looking at the data at the census-tract level. For example, the average and median gross rents of Census Tract 37, which has almost 300 DUs of affordable housing between the buildings at 49 Bond Street and 350 Livingston Street, grew by 95.4 percent and 111.8 percent, respectively since 2000. Residents of Census Tract 127, where the Wyckoff Gardens (529 DUs of NYCHA housing) and 572 Warren Street (200 DUs of NYCHA housing) are located, experienced 80.1 percent and 51.8 percent growth in average and median gross rent during the same time period. Residents of Census Tracts 31, 33, and 41 experienced greater than 40 percent

growth in average and median gross rents over the same time period. Thus in study area census tracts both with and without large concentrations of rent-regulated housing there is a trend of increasing rents and increasing incomes. The comparative geographies of Brooklyn and New York City have also experienced increased rents, though not as pronounced as in the study area; the study area has experienced higher absolute rents and higher change in rent as compared to Brooklyn and New York City.

Table 3-4
Average and Median Gross Rent[1] (2000, 2011–2015 ACS)

Area	Average Gross Rent			Median Gross Rent		
	2000	2011–2015	Percent Change	2000	2011–2015	Percent Change
Socioeconomic Study Area	$1,172	$1,640	39.9	$1,100	$1,609	46.3
Brooklyn	$989	$1,249	26.3	$1,000	$1,228	22.8
New York City	$1,140	$1,345	18.0	$1,049	$1,269	21.0

Note:
[1] All dollar figures have been adjusted to 2016 dollars based on the U.S. Department of Labor, Consumer Price Index, 2016.
Sources:
U.S. Census Bureau, Census 2000 and 2011–2015 ACS. Accessed through Social Explorer in May 2017.

U.S. Census and ACS data do not provide specific rent information according to regulation status or unit size, but instead can paint a general picture about the rate at which housing costs are changing in a neighborhood. Market comparables are therefore used (below) to provide a fuller understanding of where the market is today. **Table 3-5** summarizes online listings for apartments for the study area. The average rents presented in the table were calculated based on market-rate rental DUs, and in general are two to three times higher than the data presented by the 2000 Census and the 2011–2015 ACS.

Table 3-5
Average Asking Rents in Close Proximity to the Project Site[1]

	Studio	One Bedroom	Two Bedroom	Three Bedroom or larger
Study Area	$2,532	$2,851	$3,481	$4,443

Note:
[1] For the purposes of obtaining an acceptable sample size for analysis, rental listings from StreetEasy.com that were located within the following Brooklyn neighborhoods were utilized: Downtown Brooklyn, Fort Greene, Brooklyn Heights, Boerum Hill, DUMBO, Red Hook, Park Slope, Gowanus, Carroll Gardens, Cobble Hill, Prospect Heights, Columbia Street Waterfront District, and Clinton Hill. The boundaries of the neighborhoods are less than 2 miles from the project site.
Source: StreetEasy (http://streeteasy.com) accessed in June 2017.

Current market rents were estimated through an online search of rental property listings within close proximity to the project site. Studio DUs were advertised at an average of $2,532 per month; one-bedroom DUs were advertised at an average of $2,851 per month; two-bedroom DUs were advertised at an average of $3,481 per month; and DUs with three or more bedrooms were advertised at an average of $4,443 per month (see **Table 3-5**). These data show that residents living in the study area's existing market-rate DUs unprotected by rent regulation have incomes that would allow them to afford rent increases.

As noted in Step 1, above, household incomes vary by census tract and, given the current market rate rents and above-describe rent trends, it is reasonable to conclude that a vast majority of low- and moderate-income households in the study area live in housing that is protected by rent control, rent stabilization, or other government regulations limiting rent increases, and therefore it is not anticipated that these households would be vulnerable to displacement due to increased

rents. According to the NYU Furman Center and MapPLUTO analyses, there are a total of 3,861 permanently affordable DUs in the study area (21.8 percent of total study area rental DUs). Examples of permanently affordable DUs in the study area include the over 2,000 DUs within NYCHA developments, over 500 DUs in developments that utilized the 421-A tax incentive program, and over 200 DUs in developments that utilized the 420-C tax incentive program. In addition to permanently rent-regulated DUs, there are rent-stabilized DUs that could become de-regulated in accordance with the Emergency Tenant Protection Act (ETPA). Depending upon the level of deregulation within the study area, which is not available through publicly accessible data, there could be between zero (100 percent deregulation) and 3,836 (0 percent deregulation) rent-stabilized DUs. Collectively, the study area has between 3,861 and 7,697 rent-regulated DUs. In other words, rent-regulated DUs compose between 21.8 percent and 43.5 percent of rental DUs within the study area.

Given the study area's almost two decades of rising incomes and rents, residents living in privately held units unprotected by rent control, rent stabilization, or other government regulations limiting rent increases who cannot afford rent increases do not represent a significant portion of the study area population. Based on current market-rate rents, it is not expected that the market-rate units resulting from the proposed project will be occupied by a population that is economically different than the population living in existing market rate housing in the study area.

INDIRECT BUSINESS DISPLACEMENT

Similar to the analysis of indirect residential displacement, the preliminary assessment of indirect business displacement focuses on whether the proposed project could increase property values and rents within the study area, making it difficult for some categories of businesses to remain in the area. The preliminary analysis follows the methodology of the *CEQR Technical Manual* in analyzing the criteria numbered in italics below.

1. *Would the proposed project introduce enough of a new economic activity to alter existing economic patterns?*

PROFILE OF EXISTING PRIVATE EMPLOYMENT IN THE SOCIOECONOMIC STUDY AREA

As of 2015, there were an estimated 26,841 employees in the socioeconomic study area (see **Table 3-6**). These employees represented 4.8 percent of private employment in Brooklyn and 0.8 percent of New York City's private employment.

The economic sector with the most employees in the socioeconomic study area was Health Care and Social Assistance, representing approximately 22.9 percent of total employment. This is a lower percentage of total employment as compared with Brooklyn and higher percentage of total employment as compared with New York City, where 31.7 and 17.4 percent, respectively, are employed in the Health Care and Social Assistance sector. In the study area, 87 employees work in Ambulatory Heath Care Services and 67 employees work in Social Assistance. There are several Health Care and Social Assistance employers located throughout the study area, including Brooklyn Hospital, Brooklyn Women's Health Care, CityMD, and Brooklyn Hospital Home Care.

Table 3-6
2015 Private Employment in Socioeconomic Study Area, Brooklyn, and New York City

Sectors	Socioeconomic Study Area		Brooklyn		New York City	
	Employees	Percent	Employees	Percent	Employees	Percent
Agriculture, Forestry, Fishing, and Hunting	D	D	83	0.01	251	0.01
Mining	D	D	0	0	907	0.03
Utilities	D	D	4,283	0.80	13,696	0.40
Construction	483	1.80	29,936	5.40	130,192	3.70
Manufacturing	213	0.80	21,240	3.80	77,944	2.20
Wholesale Trade	213	0.80	24,994	4.50	149,462	4.20
Retail Trade	5,211	19.40	74,013	13.20	333,673	9.40
Transportation and Warehousing	111	0.40	17,207	3.10	106,838	3
Information	1,640	6.10	10,003	1.80	175,186	5
Finance and Insurance	1,330	5	16,757	3	328,019	9.30
Real Estate, Rental, and Leasing	385	1.40	17,148	3.10	128,459	3.60
Professional, Scientific, and Tech. Services	698	2.60	20,213	3.60	382,337	10.80
Management of Companies and Enterprises	D	D	3,112	0.60	72,484	2.10
Administrative and Support and Waste Management and Remediation	300	1.10	29,296	5.20	216,855	6.10
Educational Services	D	D	25,716	4.60	187,566	5.30
Health Care and Social Assistance	6,159	22.90	177,205	31.70	615,601	17.40
Arts, Entertainment, and Recreation	1,271	4.70	8,418	1.50	87,794	2.50
Accommodation and Food Services	2,897	10.80	44,894	8	341,705	9.70
Other Services (except Public Administration)	1,004	3.70	27,535	4.90	163,571	4.60
Unclassified	D	D	6,989	1.30	19,837	0.60
Total	**26,841**	**100**	**559,042**	**100**	**3,532,377**	**100**

Notes:
1 Private employee counts for the socioeconomic study area are based on an aggregate of values from the QCEW, 3Q 2015 for the following 2010 Census Tracts: 31, 33, 35, 37, 39, 41, 71, 127, 129.01, 129.02, 161, 179, and 181.
2 The number of the private sector employees in Brooklyn and New York City are equal to the average number of employees in the first 3 months of 3Q 2015.
3 To avoid disclosing data for individual employees or if the sector is not found within the selected geography, the following sectors were considered non-disclosable and were symbolized with a "D": Agriculture, Forestry, Fishing, and Hunting; Mining; Utilities; Management of Companies and Enterprises; Educational Services; and Unclassified. DCP did include the number of non-disclosable employees in the total employee count to provide an accurate representation of the number of employees.
Sources:
NYSDOL QCEW, 3Q 2015; NYSDOL QCEW, 3Q 2015 data was provided at the census tract-level for the socioeconomic study area by DCP HEIP Division (June 2017).

The next largest economic sector of employment is Retail Trade, with approximately 19.4 percent of study area employment (5,211 workers). In the study area, the top Retail sub-sectors include: Clothing and Clothing Accessories Stores (74 workers); Food and Beverage Stores (60 workers); and Health and Personal Care Stores (35 workers). In Brooklyn and New York City, the Retail Trade sector employment is less prevalent compared with the study area. Approximately 13 percent of employees in Brooklyn work in Retail Trade, and approximately 9 percent of New York City workers work in Retail Trade. Large concentrations of retail in the study area include the Atlantic Terminal Mall at the northeast corner of Atlantic and Flatbush Avenues, and retail uses on Fulton Street between Flatbush Avenue and Smith Street.

The study area has less employment in the Manufacturing; Wholesale Trade; Transportation and Warehousing; and Administrative and Support and Waste Management and Remediation sectors

compared with Brooklyn or New York City, although these sectors do not represent a majority of employment in either of the comparative geographies. For example, the Wholesale Trade sector represents 0.8 percent of employment (213 workers) in the study area, compared with 4.5 percent (24,994 workers) and 4.2 percent (149,462 workers) in Brooklyn and New York City, respectively.

PROFILE OF EXISTING PRIVATE BUSINESSES IN THE SOCIOECONOMIC STUDY AREA

As of 2015, there were an estimated 1,594 private sector businesses within the socioeconomic study area (see **Table 3-7**).

Table 3-7
2015 Private Businesses in Socioeconomic Study Area, Brooklyn, and New York City

Sector	Socioeconomic Study Area		Brooklyn		New York City	
	Firms	Percent	Firms	Percent	Firms	Percent
Agriculture, Forestry, Fishing, and Hunting	D	D	14	0.02	48	0.02
Mining	D	D	0	0	15	0.01
Utilities	D	D	24	0.04	1,154	0.40
Construction	36	2.30	3,681	6.30	12,078	4.60
Manufacturing	20	1.30	1,770	3	5,987	2.30
Wholesale Trade	30	1.90	3,150	5.40	16,056	6.10
Retail Trade	266	16.70	9,257	15.90	31,329	12
Transportation and Warehousing	11	0.70	1,302	2.20	4,621	1.80
Information	48	3	909	1.60	6,723	2.60
Finance and Insurance	37	2.30	1,413	2.40	11,971	4.60
Real Estate, Rental, and Leasing	79	5	4,333	7.40	21,502	8.20
Professional, Scientific, and Tech. Services	138	8.70	4,635	8	29,084	11.10
Management of Companies and Enterprises	D	D	132	0.20	1,967	0.80
Administrative and Support and Waste Management and Remediation	55	3.50	1,832	3.10	10,590	4.10
Educational Services	D	D	1,001	1.70	5,175	2
Health Care and Social Assistance	163	10.20	6,203	10.70	21,540	8.20
Arts, Entertainment, and Recreation	58	3.60	850	1.50	6,332	2.40
Accommodation and Food Services	183	11.50	4,810	8.30	21,742	8.30
Other Services (except Public Administration)	283	17.80	6,856	11.80	35,313	13.50
Unclassified	D	D	5,995	10.30	18,200	7
Total	**1,594**	**100**	**58,167**	**100**	**261,427**	**100**

Notes:
1. Private firm counts for the socioeconomic study area are based on an aggregate of values from the QCEW, 3Q 2015 for the following 2010 Census Tracts: 31, 33, 35, 37, 39, 41, 71, 127, 129.01, 129.02, 161, 179, and 181.
2. The number of the private sector firms in Brooklyn and New York City are based on aggregate values from 3Q 2015. Numbers may not add due to rounding.
3. To avoid disclosing data for individual firms or if the sector is not found within the selected geography, the following sectors were considered non-disclosable and were symbolized with a "D": Agriculture, Forestry, Fishing, and Hunting; Mining; Utilities; Management of Companies and Enterprises; Educational Services; and Unclassified. DCP did include the number of non-disclosable employees in the total employee count to provide an accurate representation of the number of employees.

Sources:
NYSDOL QCEW, 3Q 2015; NYSDOL QCEW, 3Q 2015 data was provided at the census tract-level for the socioeconomic study area by DCP HEIP Division (June 2017).

While Health Care and Social Assistance accounted for the largest share of private employment in the study area, the Other Services (except Public Administration) sector accounted for the

largest share of private businesses in the study area (283 businesses or 17.8 percent of all study area businesses). Of private businesses in Brooklyn and New York City, 11.8 percent of Brooklyn private business and 13.5 percent of New York City's private businesses are in the Other Services (except Public Administration) sector. The largest Other Services (except Public Administration) sub-sector in the study area is Private Households with 163 businesses. According to the United States Bureau of Labor Statistics, businesses in the Private Households sub-sector include "private households that engage in employing workers on or about the premises in activities primarily concerned with the operation of the household," such as cooks, maids, gardeners, or caretakers.

The second- and third-most prevalent private business sectors in the study area were Retail Trade, and Accommodation and Food Services, representing approximately 17 and 12 percent of study area businesses, respectively. The Retail Trade sector is slightly less represented in Brooklyn (15.9 percent of businesses or 9,257 private businesses businesses) and New York City (12 percent of businesses or 31,329 private businesses). Similarly, the Accommodation and Food Services sector is slightly less represented in Brooklyn and New York City, representing approximately 8.3 percent of private businesses in both geographies.

The proposed project would facilitate the development of new residential, commercial, and educational uses. With the proposed project, the residential development would include a combination of affordable and market-rate DUs, and the commercial uses would include retail and office space. As discussed and shown in **Table 3-6**, **Table 3-7**, and **Table 3-8**, the project site and broader study area have well-established markets such that the proposed project would not be introducing new economic activities to the project site or study area. In terms of residential uses, the proposed project would introduce an increment of 641 DUs over the No Action condition, which is greater than existing residential uses on the project site; however, as shown in **Table 3-8**, there is a well-established residential market in the study area such that a new concentration of residential uses on the project site would not alter existing economic patterns. As for commercial (retail) uses, the proposed project would introduce retail in an area with existing large-scale retail concentrations such as Atlantic Terminal Mall and along Fulton Street, and the total amount of retail would be less than introduced in the No Action condition. Finally, while commercial (office) space would almost double on the project site, increased office development is in line with current economic activity. As of 2016, according to MapPLUTO, there was almost 5 million gsf of office space in the study area. Between 2010 and 2015, the study area experienced growth in sectors that are commonly located in offices: the Finance and Insurance sector grew by six firms; the Information sector grew by six firms; the Professional, Scientific, and Technical Services sector grew by 31 firms; and the Real Estate and Rental and Leasing sector grew by 14 firms.[6] As such, the proposed project would not introduce enough of a new economic activity to alter existing economic patterns.

[6] See **Appendix A** for a table of change in firms between 2010 and 2015.

Table 3-8
Existing Land Uses and Incremental Land Uses in the With Action Condition

Use	Existing Amount on Project Site[1]	Existing Amount in Socioeconomic Study Area	Incremental Amount Introduced in the With Action Condition
Residential	4 DUs	22,627 DUs	641 DUs
Commercial (office)	126,976 gsf	4,865,587 gsf	245,000 gsf
Commercial (retail)	13,282 gsf	3,778,479 gsf	-3,185 gsf

Note: [1] In addition, there is currently a 44,877-gsf high school on the project site, which would be replaced with the proposed project.
Source: DCP, MapPLUTO 2016.

2. *Would the proposed project add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend or to alter existing patterns?*

RESIDENTIAL USES

In the With Action condition, the proposed project would add to the concentration of residential uses in the study area, but not enough to alter or accelerate an ongoing trend or existing pattern. The study area has large concentrations of residential land uses; a majority of the study area, particularly south of the project site, is zoned for residential use. According to MapPLUTO data, there are four DUs located on the project site and approximately 23,000 DUs in the study area. In the No Action condition, there would be a total of 281 DUs constructed on the project site, with no assurances of affordability. As evidenced by the No Action condition and recent developments within the study area, there is an existing trend towards residential developments including solely market-rate housing, but also market-rate residential developments with a portion of the DUs set aside for affordable housing. For example, 210 Livingston Street is a 368-DU development with up to 20 percent of DUs being set aside for affordable dwellings; 415 Red Hook Lane is a 108-unit development of which with up to 20 percent of DUs being set aside for affordable dwellings; and 333 Schermerhorn Street is a 600-DU development with 150 DUs set aside for affordable housing. In aggregate, as shown in **Table 3-1**, **Table 3-2**, and **Table 3-3**, existing average and median household incomes and gross rent have been increasing over time. Since the proposed project would include approximately 200 affordable DUs, it would serve to maintain a more diverse demographic within the study area as compared with the No Action condition. As such, the proposed project would be in line with existing patterns of residential development and would not add to the concentration enough to alter or accelerate an ongoing trend or existing pattern.

COMMERCIAL USES

Commercial uses include both retail and office uses. In terms of retail uses, there is currently approximately 13,000 gsf of retail floor area on the project site and approximately 3.8 million gsf of retail floor area in the study area. In the No Action condition, there would be a total of 53,185 gsf of Retail Trade space on the project site. In the With Action condition, the proposed project would introduce slightly less retail space than the No Action condition (an increment of -3,185 gsf) and therefore does not have the potential to alter or accelerate ongoing market trends.

In terms of office uses, there is currently approximately 127,000 gsf of office space on the project site and approximately 5 million gsf of office floor area in the study area. In the With Action condition, the proposed project would add an increment of 245,000 gsf of office space on the project site. Existing offices in the study area are as large as 500,000 gsf (139 Flatbush

Avenue owned by the Metropolitan Transit Authority, and 130 Livingston Street owned by the New York City Department of Citywide Administrative Services). There are many businesses in growing industry sectors that are often sited in office buildings such as Finance and Insurance sector; Professional, Scientific, and Technical Services sector; and the Information sector.[7] Within the context of the greater study area, the proposed project would not result in a concentration of office uses on the project site. In addition, the proposed project would strengthen New York City's economic base by providing new, modern office space in the City's third-largest central business district. The development would attract new businesses and help retain existing businesses, as well as help achieve the City's goal of meeting the demand citywide for 60 million sf of office space expected during the next decade. In addition, the proposed project would provide new employment opportunities, and create new retail opportunities to meet the needs of local workers, residents, and visitors.

As such, the residential and commercial (retail and office) uses resulting from the With Action condition would not add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend or alter existing patterns.

3. *Would the proposed project directly displace uses of any type that directly support businesses in the study area or bring people to the area that form a customer base for local businesses?*

The proposed project would not directly displace uses that offer critical support services to local businesses, or that draw a substantial customer base to the study area. As noted in the screening-level assessment, the existing residents and businesses and employees on the project site are assumed to be potentially displaced in the No Action condition. For the purposes of the CEQR analysis, displacement that could be expected to occur absent the proposed project is not attributed to the proposed project. Therefore, the proposed project would not directly displace any type of uses that directly support businesses in the study area or bring people to the area that form a customer base for local businesses.

4. *Would the proposed project directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the study area?*

The proposed project would not directly or indirectly displace residents, workers, or visitors who form a substantial portion of the customer base of existing businesses in the study area. In the With Action condition, any potential loss of existing residential customers would be more than offset by the introduction of new residential population (increment of 641 DUs) on the project site and within the surrounding study area. Similarly, the proposed project would increase the number of daytime workers and visitors relative to existing numbers who visit the project site. The proposed project would generate new employment opportunities in the study area, increasing the daytime worker population and, as such, the customer base of existing businesses in the study area. The influx of residents and employees to the study area would add to the customer base of existing study area businesses.

CONCLUSION

Based on the above consideration of CEQR criteria, this preliminary assessment finds that the proposed project would not add a new economic activity or add to a concentration of a particular

[7] See **Appendix A** for a detailed list of the number of firms in the study area by industry for 2010 and 2015.

sector of the local economy enough to significantly alter or accelerate existing economic patterns. The proposed project would not directly or indirectly displace uses that provide critical support to businesses in the study area, or that bring people into the area that form a substantial portion of the customer base for local businesses. As such, the proposed project would not result in significant adverse socioeconomic impacts due to indirect business displacement, and no further assessment is warranted.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

According to the *CEQR Technical Manual*, a significant adverse impact may occur if an action would quantifiably diminish the viability of a specific industry that has substantial economic value to the City's economy. An example cited in the *CEQR Technical Manual* is new regulations that prohibit or restrict the use of certain processes that are critical to certain industries.

1. *Would the proposed project significantly affect business conditions in any industry or any category of business within or outside the study area?*

The proposed project would not significantly affect business conditions in any industry or any category of business within or outside the study area. As described in the direct business displacement screening-level assessment, the existing residents and businesses and employees on the project site are assumed to be potentially displaced in the No Action condition. For the purposes of the CEQR analysis, displacement that could be expected to occur absent the proposed project is not attributed to the proposed project. As described in the indirect business displacement analysis, the businesses that could potentially be displaced in the No Action condition do not represent a critical mass of businesses within any city industry, category of business, or category of employment. Although these businesses are valuable individually and collectively to the City's economy, the goods and services offered by potentially displaced uses can be found elsewhere within the socioeconomic study area, and within the city as a whole. Furthermore, the products or services offered by these businesses are not essential to the viability of other businesses within or outside the study area. Therefore, the proposed project would not adversely affect business conditions in any specific industry within or outside the study area.

2. *Would the proposed project indirectly substantially reduce employment or have an impact on the economic viability in the industry or category of business?*

As described in the indirect business displacement analysis, the proposed project would not result in significant indirect business displacement. Therefore, the proposed project would not indirectly substantially reduce employment or have an impact on the economic viability in any specific industry or category of business.

Based on this preliminary assessment, the proposed project would not result in significant adverse impacts due to adverse effects on specific industries. ✷

Chapter 4: Community Facilities and Services

A. INTRODUCTION

This chapter assesses the potential impacts of the proposed project on community facilities and services. Community facilities and services are defined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual* as public or publicly funded schools, child care centers, libraries, health care facilities, and fire and police protection services. CEQR methodology focuses on direct effects on community facilities, such as when a facility is physically displaced or altered, and on indirect effects, which could result from increased demand for community facilities and services generated by new users, such as the new population that would result from the proposed project.

As described in Chapter 1, "Project Description," the co-applicants, the New York City Educational Construction Fund (ECF) and 80 Flatbush Avenue, LLC, are seeking a rezoning and other actions to allow the construction of a mixed-use building, which includes a replacement facility for an existing high school and a new lower school as well as residential, commercial office, retail, and cultural community facility use in Brooklyn, Community District (CD) 2. Because the proposed project would construct a new building on-site for the existing on-site community facility (a public high school), develop a new public lower school, and introduce a new residential population, which could result in increased demand for community facilities and services, an assessment was conducted to determine whether the proposed project would result in any significant adverse impacts to community facilities.

PRINCIPAL CONCLUSIONS

The proposed actions would not result in significant adverse impacts related to community facilities. Based on a preliminary screening analysis, the proposed project would not exceed the thresholds for analysis of libraries, police and fire protection services, health care facilities, or public high schools. Therefore, no significant adverse impacts on these facilities would occur. The preliminary screening analysis identified the need to prepare a detailed analysis of public (elementary and intermediate) schools and child care facilities. As described below, the detailed analysis concluded that the proposed project would not result in significant adverse impacts on public schools or child care facilities.

POTENTIAL INDIRECT EFFECTS ON PUBLIC SCHOOLS

In the future with the proposed actions (the "With Action" condition), elementary school utilization in the study area would remain above 100 percent; however, the utilization rate of elementary schools would decline by approximately 8 percent as compared to the future without the proposed actions (the "No Action" condition). The utilization rate would be lower in the With Action condition as compared to the No Action condition due to the proposed project's creation of a new 350-seat primary school on-site. The primary school would not be developed in the No Action condition. Intermediate schools in the subdistrict would continue to operate with a surplus of seats in the With Action condition (89.8 percent utilization); however, the utilization rate of intermediate schools would increase by approximately 2.5 percentage points.

POTENTIAL INDIRECT EFFECTS ON CHILD CARE FACILITIES

With the proposed project, utilization of child care facilities in the study area would increase to 110.3 percent, operating over capacity with a deficit of 112 slots. Although the overall utilization would increase to 110.3 percent, the increase in utilization rate attributable to the proposed project would be less than 5 percentage points (3.7 percentage points). Therefore, the proposed project would not meet the impact thresholds, and thus would not result in a significant adverse impact on child care facilities.

B. PRELIMINARY SCREENING ANALYSIS

This analysis of community facilities has been conducted in accordance with *CEQR Technical Manual* methodologies and the latest data and guidance from the New York City Department of Education (DOE) and the New York City Department of City Planning (DCP).

The purpose of the preliminary screening analysis is to determine whether a community facilities assessment is warranted. As recommended by the *CEQR Technical Manual*, a community facilities assessment is warranted if a project has the potential to result in either direct or indirect effects on community facilities. If a project would physically alter a community facility, whether by displacement of the facility or other physical change, this "direct" effect triggers the need to assess the service delivery of the facility and the potential effect that the physical change may have on that service delivery. New population added to an area as a result of a project would utilize existing services, which may result in potential "indirect" effects on service delivery. Depending on the size, income characteristics, and age distribution of the new residential population, there may be effects on public schools, libraries, or child care centers. As detailed in Chapter 1, "Project Description," the proposed project would introduce up to approximately 922 new dwelling units (DUs), which represents an incremental increase of approximately 641 DUs. Of the total 922 DUs in the With Action condition, approximately 200 DUs would be affordable. For purposes of the child care analysis, it is conservatively assumed that up to 225 DUs would be affordable to households at or below 80 percent of the Area Median Income (AMI), and thus generate demand for subsidized child care.[1]

DIRECT EFFECTS

The *CEQR Technical Manual* recommends conducting a detailed direct effects analysis if a project would physically alter a community facility, whether by displacement of the facility or other physical change. This "direct" effect would trigger the need to assess the service delivery of the facility and the potential effect that the physical change may have on that service delivery.

The proposed project would replace the existing public high school facility on the project site—the Khalil Gibran International Academy—with a new facility within the proposed development. The proposed project also would construct a separate facility on the project site to house a new lower school, which is assumed for the purposes of this analysis to be an elementary school. The

[1] The New York City Administration for Children's Services (ACS) provides subsidized child care for children in families that have incomes at or below 200 percent of the Federal Poverty Line (FPL). As described in the *CEQR Technical Manual*, the City's affordable housing market is pegged to the AMI rather than the FPL. Since family incomes at or below 200 percent FPL fall under 80 percent AMI, for the purposes of CEQR analysis, the number of DUs expected to be subsidized and targeted for incomes of 80 percent AMI or below provides a conservative estimate of the number of DUs with children that are eligible for publicly funded child care services.

replacement high school is anticipated to be an improvement over existing conditions, and the existing school facility on the project site would remain operational until the replacement facility is complete. The proposed lower school would improve capacity within Subdistrict 3 of Community School District (CSD) 15. As a result, a direct effects analysis for public schools is not warranted. However, as a conservative measure a discussion of the current and replacement school facilities has been included in the analysis.

INDIRECT EFFECTS

The *CEQR Technical Manual* provides thresholds for guidance in making an initial determination of whether a detailed analysis is necessary to determine potential impacts due to indirect effects on community facilities resulting from a proposed project. **Table 4-1** lists those analysis thresholds for each community facility type. If a project exceeds the threshold for a specific facility type, a more detailed analysis is warranted. A preliminary screening analysis was conducted to determine if the proposed project would exceed any of the analysis thresholds. Based on that screening analysis, it was determined that a detailed analysis is warranted for potential indirect effects on public elementary and intermediate schools, and child care centers.

Table 4-1
Preliminary Screening Analysis Criteria: Brooklyn

Community Facility	Threshold for detailed analysis
Public schools	More than 50 elementary/intermediate or 150 high school students. In Brooklyn, the minimum number of incremental DUs that trigger a detailed analysis is 121 for elementary/intermediate schools and 1,068 for high schools.
Libraries	Greater than 5 percent increase in ratio of DUs to libraries in borough. The minimum number of incremental DUs that trigger a detailed analysis is 734.
Health care facilities (outpatient)	Introduction of sizeable new neighborhood where none existed before.
Child care centers (publicly funded)	More than 20 eligible children based on number of low- and low/moderate-income DUs by borough. The minimum number of incremental affordable DUs that trigger a detailed analysis is 110.
Fire protection	Introduction of sizeable new neighborhood where none existed before.
Police protection	Introduction of sizeable new neighborhood where none existed before.

Source: *CEQR Technical Manual*.

PUBLIC SCHOOLS

The *CEQR Technical Manual* recommends conducting a detailed analysis of public schools if a proposed project would result in more than 50 elementary/intermediate school students and/or more than 150 high school students.

Based on the amount of residential development assumed in the With Action condition (922 DUs) and the student generation rates provided in the *CEQR Technical Manual* (0.29 elementary, 0.12 intermediate, and 0.14 high school students per housing unit in Brooklyn), the proposed project would generate approximately 267 elementary school students, 111 intermediate school students, and 129 high school students. Based on the incremental amount of residential development assumed in the With Action condition over the development that is assumed to occur in the No Action condition (641 DUs), the proposed project would incrementally generate approximately 186 elementary school students, 77 intermediate school students, and 90 high school students over the No Action condition. These increments serve as the basis of the CEQR assessment. Therefore, the number of elementary and intermediate students generated by the proposed project warrants a detailed analysis of potential indirect effects on two levels of education: elementary and intermediate schools. The proposed project would not exceed the *CEQR Technical Manual*

threshold for high school students; therefore, a detailed indirect effects analysis is not warranted for this school level.

LIBRARIES

The *CEQR Technical Manual* recommends conducting a detailed analysis of library services if a proposed project would result in a 5 percent or greater increase in the ratio of DUs to libraries in the borough. In Brooklyn, the minimum number of DUs that triggers a detailed analysis is 734. Based on the residential increment of 641 DUs over the No Action condition, the proposed project does not warrant a detailed assessment of libraries.

CHILD CARE CENTERS

The *CEQR Technical Manual* recommends conducting a detailed analysis of public child care facilities if a proposed project would result in 20 or more eligible children under the age of 6. This threshold is based on the number of low-income and low/moderate-income DUs introduced by a proposed project. Low-income and low/moderate-income affordability levels are intended to approximate the financial eligibility criteria established by the ACS, which generally corresponds to 200 percent of the FPL or 80 percent of AMI. In Brooklyn, this corresponds to the creation of 110 affordable DUs for households earning up to 80 percent of the AMI for the New York City region. For purposes of the child care analysis, the EIS conservatively assumes that the proposed project would generate up to 225 affordable DUs[2]. As described above, of the affordable DUs provided, it is estimated that up to 225 DUs will be affordable to those residents with an income at or below 80 percent of the AMI. Therefore, the proposed project triggers the need for a detailed assessment of child care facilities.

HEALTH CARE FACILITIES

Health care facilities include public, proprietary, and nonprofit facilities that accept government funds (usually in the form of Medicare and Medicaid reimbursements) and that are available to any member of the community. Examples of these types of facilities include hospitals, nursing homes, clinics, and other facilities providing outpatient health services.

According to the *CEQR Technical Manual*, if a proposed project would create a sizeable new neighborhood where none existed before, there may be increased demand on local public health care facilities, which may warrant further analysis of the potential for indirect impacts on outpatient health care facilities. The proposed project would not result in the creation of a sizeable new neighborhood where none existed before, as the proposed project is located within the well-established Downtown Brooklyn neighborhood and would only result in an increment of 641 new DUs over the No Action condition. Therefore, a detailed analysis of indirect effects on health care facilities is not warranted.

POLICE AND FIRE PROTECTION SERVICES

The *CEQR Technical Manual* recommends conducting analyses of police and fire protection services in cases where a proposed project could affect the physical operations of, or direct access to and from, a precinct house or fire station, or where a proposed project would result in the creation of a sizeable

[2] As part of the proposed project, approximately 20 percent of the residential floor area would be affordable to households earning an average of 60 percent of AMI (approximately 200 affordable DUs); however, to ensure a conservative analysis of Child Care, the analysis assumes that a greater number of affordable units would be generated (225 affordable DUs).

new neighborhood where none existed before. The proposed project would not affect the physical operations of or direct access from a precinct house or fire station, and would not result in the creation of a sizeable new neighborhood where none existed before. The project area is a developed and well-established community that is served by existing police and fire services. Therefore, a detailed analysis of indirect effects on police and fire protection services is not warranted.

C. PUBLIC SCHOOLS

DIRECT EFFECTS

As described above, according to the *CEQR Technical Manual* direct effects on community facilities should be assessed for projects that would permanently or temporarily physically alter or displace a community facility. The following assessment considers whether the proposed on-site relocation and improvement of a public high school would have the potential to result in significant adverse impacts to public schools.

The existing buildings on-site composing the Khalil Gibran International Academy date from the late 1800s, and the facilities are outmoded and technologically obsolete. The configuration of the buildings results in narrow hallways and constrained conditions. The school lacks an appropriate cafeteria: the seating area serves less than one-third of the student population per period and the kitchen is only set up for heating food. The school also has no gym or auditorium, causing any student assembly to be held in the library which has a maximum capacity of approximately 65 students. Although students have access to open space in the courtyard, the space is limited in size. The school lacks an adequate number of restrooms, including some floors with none. The electrical, ventilation, and acoustical systems are inadequate to serve the needs of the buildings. In addition, the facility is not Americans with Disabilities Act (ADA)-accessible. Overall, the current Khalil Gibran International Academy has a cramped learning environment and lacks both the appropriate facilities for high school achievement and available space for growth. In the No Action condition, the non-City-owned portion of the project site would be redeveloped with an as-of-right program, but the Khalil Gibran International Academy would remain in its existing facility. The No Action development also would not include a new primary school for CSD 15. Therefore, in the No Action condition the on-site public high school facilities would not be updated, and the capacity of the local school district at the primary level would not increase. The proposed project would result in the creation of an on-site replacement facility for the existing Khalil Gibran International Academy as well as the construction of a new lower school.

These improvements would help achieve a better learning environment for the high school, by alleviating over-crowded conditions and providing modern educational facilities, including a new gymnasium for enhanced physical education and student assembly opportunities. The existing school facility on the project site would not be demolished until the replacement facility is fully constructed and operational. Because the proposed project would be providing an upgraded facility and would not close the existing school until the new facility would be open, the proposed project would not result in a direct effect on public schools.

INDIRECT EFFECTS

METHODOLOGY

This analysis assesses the potential effects of the proposed project on public elementary and intermediate schools serving the project area. Following the methodology of the *CEQR Technical Manual*, the study area for the analysis of elementary and intermediate schools is the school

districts' "subdistrict" (also known as "regions" or "school planning zones") in which the project is located. The project site is located in Subdistrict 3 of CSD 15 (see **Figure 4-1**).

In accordance with the *CEQR Technical Manual*, this analysis uses the most recent DOE data on school capacity, enrollment, and utilization rates for elementary and intermediate schools in the subdistrict study area and New York City School Construction Authority (SCA) projections of future enrollment. Specifically, the existing conditions analysis uses data provided in the DOE's *Utilization Profiles: Enrollment/Capacity/Utilization*, 2016–2017 edition. Future conditions are predicted based on SCA enrollment projections and data obtained from SCA's Capital Planning Division on the number of new DUs and students expected at the subdistrict level. The future utilization rate for school facilities is calculated by adding the estimated enrollment from proposed residential projects in the schools' study area to DOE's projected enrollment, and then comparing that number with projected school capacity. DOE does not include charter school enrollment in its enrollment projections. DOE's enrollment projections for years 2015 through 2025, the most recent data currently available, were provided by DCP. These enrollment projections are based on broad demographic trends and do not explicitly account for discrete new residential projects planned for the study area. Therefore, the estimated student population from the other new projects expected to be completed within the study area have been obtained from SCA's Capital Planning Division and are added to the projected enrollment to ensure a more conservative prediction of future enrollment and utilization. In addition, new capacity from any new school projects identified in the DOE 5-Year Capital Plan are included if construction has begun or if deemed appropriate to include in the analysis by the lead agency and the SCA.

The effect of the new students introduced by the proposed project on the capacity of schools within the study areas is then evaluated. According to the *CEQR Technical Manual*, a significant adverse impact may occur if a proposed project would result in both of the following conditions:

1. A utilization rate of the elementary and/or intermediate schools in the subdistrict study area that is equal to or greater than 100 percent in the With Action condition; and
2. An increase of 5 percentage points or more in the collective utilization rate between the No Action and With Action conditions.

EXISTING CONDITIONS

Elementary Schools

As shown in **Figure 4-1**, nine elementary schools serve Subdistrict 3/CSD 15. As shown in **Table 4-2**, according to DOE's 2016–2017 school year enrollment figures elementary schools in the subdistrict have a total enrollment of 5,377 students and are currently operating at 106.7 percent utilization, with a deficit of 339 seats. P.S. 38 is the elementary school zoned for the project site.

Intermediate Schools

As shown in **Table 4-2**, six intermediate schools serve Subdistrict 3/CSD 15. Total enrollment at these intermediate schools is 1,292 students, or 71.6 percent of capacity, with a surplus of 514 seats. Subdistrict 3/CSD 15 does not have a zoned intermediate school, but instead has a program of intermediate school choice.

ECF 80 FLATBUSH AVENUE

Public Schools
Figure 4-1

Table 4-2
Public Schools Serving the Study Area,
Enrollment and Capacity Data, 2016-2017 School Year

Map No.[1]	Name	Address	Enrollment	Capacity	Available Seats	Utilization (Percent)
Elementary Schools						
1	P.S. 15 Patrick F. Daly	71 Sullivan Street	447	624	177	71.6
2	P.S. 29 John M. Harrigan	425 Henry Street	967	750	-217	128.9
3	P.S. 32 Samuel Mills Sprole[2]	317 Hoyt Street	308	286	-232	181.1
3(a)	P.S. 32 Transportable	317 Hoyt Street	210			
4	P.S. 38 The Pacific	450 Pacific Street	544	659	115	82.5
5	P.S. 58 The Carroll	330 Smith Street	959	760	-199	126.2
6	P.S. 146 Brooklyn New School	610 Henry Street	666	584	-82	114.0
7	P.S. 261 Philip Livingston[2]	314 Pacific Street	736	717	-55	107.7
7(a)	P.S. 261 Transportable	314 Pacific Street	36			
8	P.S. 418 The Children's School	512 Carroll Street	318	235	-83	135.3
9	Red Hook Neighborhood School	27 Huntington Street	186	423	237	44.0
	Subdistrict 3 of CSD 15 Total:		**5,377**	**5,038**	**-339**	**106.7**
Intermediate Schools						
10	I.S. 442 Carroll Gardens School for Innovation	317 Hoyt Street	211	313	102	67.4
11	I.S. 447 The Math & Science Exploratory School[3]	345 Dean Street	522	657	282	64.9
11(a)	I.S. 447 The Math & Science Exploratory School (Annex)	500 Pacific Street	0	147		
12	I.S. 448 Brooklyn School for Collaborative Studies (I.S. component)	610 Henry Street	262	304	42	86.2
13	Boerum Hill School for International Studies (I.S. component)	284 Baltic Street	268	346	78	77.5
14	Brooklyn School for Global Studies (I.S. component)	284 Baltic Street	29	39	10	74.5
	Subdistrict 3 of CSD 15 Total:		**1,292**	**1,806**	**514**	**71.6**

Notes:
[1] See **Figure 4-1.**
[2] Available seats and utilization rate includes the number of transportable classroom units for these schools.
[3] Available seats and utilization rate includes the Annex for this school.
Source: DOE *Enrollment/Capacity/Utilization for the 2016-2017 School Year, January 2018*.

FUTURE WITHOUT THE PROPOSED ACTIONS

In the No Action condition, enrollment at elementary and intermediate schools in the study area is expected to increase. As described above, this analysis accounts for enrollment predicted in the DOE enrollment projections. DOE's enrollment projections are based on broad demographic trends and do not explicitly account for discrete new residential projects planned for the study area. Therefore, the estimated student populations from the other new projects expected to be completed within the study area as calculated by SCA's Capital Planning Division, have been obtained from DCP, and are added to the projected enrollment to ensure a more conservative prediction of future enrollment and utilization. In addition to DOE and SCA's projected enrollment, future project-generated students in the No Action condition on the project site were added to the total No Action enrollment figure.

The latest available DOE enrollment projections for Subdistrict 3/CSD 15 project elementary and intermediate enrollment through 2025. Since the build year for the proposed project is 2025, this analysis uses the latest available data associated with 2025. These enrollment projections are used

to form the baseline projected enrollment in the No Action condition, shown in **Table 4-3**. Based on SCA data, demand generated by future No Action projects in the study area is added to the baseline projected enrollment.

Table 4-3
Estimated Public Elementary and Intermediate School Enrollment, Capacity, and Utilization: No Action Condition

Study Area	Projected Enrollment[1]	Students introduced by residential projects in the No Action Condition[2]	Total No Action enrollment	Capacity	Available seats	Utilization (Percent)
Elementary Schools						
Subdistrict 3/CSD 15	6,064	3,026	9,090	5,474	-3,616	166.1
Intermediate Schools						
Subdistrict 3/CSD 15	1,207	319	1,526	1,700	174	89.8

Notes:
[1] 2025 enrollment projections from DOE Utilization Profiles were used, the latest year available. Elementary and intermediate school enrollment in each subdistrict study area was calculated by applying SCA supplied percentages for each subdistrict to the relevant district enrollment projections. For Subdistrict 3/CSD 15, the district's 2024 elementary school projection of 21,546 was multiplied by 28.14 percent. The subdistrict's intermediate school projection of 5,833 was multiplied by 20.70 percent.
[2] The number of students introduced by residential projects in the No Action condition includes latest available SCA projection on the number of students to be generated by new housing starts within the subdistrict, in addition to the number of students to be generated by residential development on the Project Site in the No Action condition.
Sources:
SCA *Enrollment Projections 2015–2025* by the Grier Partnership, May 2015*; DOE, Utilization Profiles: Enrollment/Capacity/Utilization 2016-2017 School Year, January 2018*, DOE *2015-2019 Proposed 5-Year Capital Plan, November 2017;* SCA.

To estimate enrollment from specific No Action development, the SCA No Action student numbers for Subdistrict 3/CSD 15 (derived from the SCA's "Projected New Housing Starts") were used. The SCA data states that 2,945 elementary school students and 285 intermediate school students will be generated by projected new housing starts in the subdistrict. Students generated by the known No Action development on the project site (281 DUs) were also added on top of the SCA data. According to CEQR multipliers, 81 elementary school students and 34 intermediate school students would be introduced as a result of No Action development on the project site. As shown in **Table 4-3**, a total No Action enrollment of 9,090 elementary and 1,526 intermediate school students are expected to be added to the subdistrict by 2025.[3]

DOE's *2015–2019 Proposed 5-Year Capital Plan—Amended November 2017* identifies one project that would truncate seats in CSD 15 and one project that would add seats in CSD 15. The Brooklyn School for Global Studies (15K429), which currently includes an intermediate school component as well as a high school component, is approved to only serve students in grades 9 through 12 as of the 2017–2018 school year to make room for the expansion of a charter school within the same building. Construction is currently in-progress at the Samuel Mills Sprole primary

[3] SCA Projected New Housing Starts as used in 2016–2025 Enrollment Projection 2016–2025 Capital Plan, subdistrict level data obtained from DCP.

school (15K032) that was awarded funding for an addition resulting in an additional 436 primary school seats in Subdistrict 3/CSD 15.

As shown in **Table 4-3**, in the No Action condition, elementary schools in the subdistrict study area would operate above capacity (166.1percent utilization) with a deficit of 3,616 seats. Intermediate schools would operate under capacity with a surplus of 174 seats (89.8 percent utilization).

FUTURE WITH THE PROPOSED ACTIONS

In the With Action condition, the proposed project would introduce approximately 641 DUs to the project site over the No Action condition. Based on public school student generation rates in the *CEQR Technical Manual*, these DUs would introduce approximately 186 elementary students and 77 intermediate school students to Subdistrict 3/CSD 15. With those students, the total elementary school enrollment of Subdistrict 3/CSD 15 would increase to 9,195. As noted above, the proposed project would result in the development of a new lower school with 350 seats—assumed for the purposes of this analysis to be an elementary school—which would increase the capacity in Subdistrict 3 to 5,824 seats. In light of this increased capacity, elementary schools in Subdistrict 3/CSD15 would operate with a reduced deficit of 3,371 seats in the With Action condition (see **Table 4-4**). The total intermediate school enrollment of Subdistrict 3/CSD 15 would increase to 1,569 with a surplus of 131 seats in the With Action condition. Elementary schools in Subdistrict3/CSD 15 would decrease to 157.9 percent utilization, and intermediate schools in Subdistrict 3/CSD 15 would increase to 92.3 percent utilization in the With Action condition.

Table 4-4
Estimated Public Elementary and Intermediate School Enrollment, Capacity, and Utilization: With Action Condition

Study Area	No Action Enrollment	Students introduced in With Action condition	Total with action enrollment	Capacity	Available seats	Utilization (Percent)	Change in utilization compared with No Action (Percent)
Elementary Schools							
Subdistrict 3/CSD 15	9,009	186	9,195	5,824	-3,371	157.9	-8.2
Intermediate Schools							
Subdistrict 3/CSD 15	1,492	77	1,569	1,700	131	92.3	2.5

Note:
* 2025 enrollment projections were used, the latest year available. Elementary and intermediate school enrollment in each subdistrict study area was calculated by applying SCA supplied percentages for each subdistrict to the relevant district enrollment projections. For Subdistrict 3/CSD 15/, the district's 2025 elementary school projection of 21,546 was multiplied by 28.14 percent. The subdistrict's intermediate school projection of 5,833 was multiplied by 20.70 percent.

Sources:
SCA *Enrollment Projections 2016-2025* by the Grier Partnership, January 2018*; DOE, Utilization Profiles: Enrollment/Capacity/Utilization 2016-2017 School Year, January 2018*, DOE *2015–2019 Proposed 5-Year Capital Plan, November 2017;* SCA.

As noted above, a significant adverse impact may occur if a proposed project would result in both of the following conditions: (1) a utilization rate of the elementary or intermediate schools in the subdistrict study area that is equal to or greater than 100 percent in the future with the proposed actions; and (2) an increase of 5 percentage points or more in the collective utilization rate between the future without and the future with the proposed actions.

In the With Action condition, elementary school utilization would remain above 100 percent; however, the utilization rate of elementary schools would decline by approximately 8 percent as

compared to the No Action condition. The utilization rate would be lower in the With Action condition as compared to the No Action condition due to the proposed project's creation of a new 350-seat primary school on site. The primary school would not be developed in the No Action condition. Intermediate schools in the subdistrict would continue to operate with a surplus of seats in the With Action condition (89.8 percent utilization); however, the utilization rate of intermediate schools would increase by approximately 2.5 percentage points.

Since the With Action condition would not result in both a utilization rate equal to or greater than 100 percent and an increase of 5 percentage points or more in the collective utilization rate over the No Action condition, for either elementary schools or intermediate schools, the proposed project would not result in a significant adverse impact on elementary or intermediate schools.

D. PUBLICLY FUNDED CHILD CARE CENTERS

METHODOLOGY

The ACS provides subsidized child care in center-based group child care, family-based child care, informal child care, and Head Start programs. Publicly financed child care services are available for income-eligible children up to the age of 13. In order for a family to receive subsidized child care services, the family must meet specific financial and social eligibility criteria that are determined by federal, state, and local regulations. In general, children in families that have incomes at or below 200 percent of FPL, depending on family size, are financially eligible, although in some cases eligibility can go up to 275 percent FPL. ACS has also noted that 60 percent of the population utilizing subsidized child care services are in receipt of Cash Assistance and have incomes below 100 percent FPL. The family must also have an approved "reason for care," such as involvement in a child welfare case or participation in a "welfare-to-work" program. Head Start is a federally funded child care program that provides children with half-day or full-day early childhood education; program eligibility is limited to families with incomes 130 percent or less of FPL.

As described in the *CEQR Technical Manual*, the City's affordable housing market is pegged to the AMI rather than FPL. Lower-income DUs must be affordable to households at or below 80 percent AMI. Since family incomes at or below 200 percent FPL fall under 80 percent AMI, for the purposes of CEQR analysis, the number of DUs expected to be subsidized and targeted for incomes of 80 percent AMI or below should be used as a proxy for eligibility for publicly funded child care services.

Most children are served through enrollment in contracted Early Learn programs or by vouchers for private and nonprofit organizations that operate child care programs throughout the City. Registered or licensed providers can offer family-based child care in their homes. Informal child care can be provided by a relative or neighbor for no more than two children. Children between the ages of 6 weeks and 13 years can be cared for either in group child care centers licensed by the New York City Department of Health and Mental Hygiene (DOHMH) or in homes of registered child care providers. ACS also issues vouchers to eligible families, which may be used by parents to pay for child care from any legal child care provider in the City.

Consistent with the methodologies of the *CEQR Technical Manual*, this analysis of child care centers focuses on services for children under age 6, as older eligible children are expected to be in school for most of the day. Publicly financed child care centers, under the auspices of the Early Care and Education (ECE) Division within ACS, provide care for the children of income-eligible households. Space for one child in such child care centers is termed a "slot." These slots may be in group child

care or Head Start centers, or they may be in the form of family-based child care in which up to 16 children are placed under the care of a licensed provider and an assistant in a home setting.

Since there are no locational requirements for enrollment in child care centers, and some parents or guardians choose a child care center close to their employment rather than their residence, the service areas of these facilities can be quite large and are not subject to strict delineation in order to identify a study area. According to the current methodology for child care analyses in the *CEQR Technical Manual*, in general, the locations of publicly funded group child care centers within 1.5 miles of a development site should be shown, reflecting the fact that the centers closest to a given site are more likely to be subject to increased demand. Current enrollment data for the child care centers closest to the project area were gathered from ACS.

The child care enrollment in the future without the proposed actions was estimated by multiplying the number of new affordable DUs expected in the study area by the CEQR multipliers for estimating the number of children under age 6 eligible for publicly funded child care services. For Brooklyn, the multiplier estimates 0.178 public child care-eligible children under age 6 per affordable DU.[4]

The child care-eligible population introduced by the proposed project was also estimated using the *CEQR Technical Manual* child care multipliers. The population of public child care-eligible children under age 6 was then added to the child care enrollment calculated in the No Action condition. According to the *CEQR Technical Manual*, if an action would result in a demand for slots greater than the remaining capacity of child care facilities, and if that demand constitutes an increase of 5 percentage points or more of the collective capacity of the child care facilities serving the respective study area, a significant adverse impact may result.

EXISTING CONDITIONS

There are 13 publicly funded child care facilities within the 1.5-mile study area (see **Figure 4-2**). As shown in **Table 4-5**, these child care centers have a total capacity of 1,084 slots and an enrollment of 935 children with 149 available slots (86 percent utilization).

Table 4-5
Publicly Funded Child Care Facilities Serving the Study Area

Map No.	Contractor Name	Address	Enrollment	Capacity	Available Slots	Utilization Rate (Percent)
1	Alonzo A. Daughtry Memorial DCC	565 Baltic Street	21	34	13	62
2	B'Above Worldwide Institute, Inc.	799 Kent Avenue	103	112	9	92
3	Billy Martin Child Development DCC	333 Classon Avenue	49	49	0	100
4	Brooklyn Bureau of Community Service	101 Fleet Place	50	63	13	79
5	Friends of Crown Heights Educational Centers, Inc.	671 Prospect Place	120	142	22	85
6	Friends of Crown Heights Educational Centers, Inc.	34 Kosciusko Street	121	175	54	69
7	Strong Place Day Care Center, Inc.	460 Atlantic Avenue	96	100	4	96
8	Strong Place Day Care Center, Inc.	595 Clinton Street	95	100	5	95
9	Strong Place Day Care Center, Inc.	333 Second Street	67	70	3	96
10	Sunny Skies Prospect Corp.	720 Washington Avenue	28	30	2	93
11	Sunset Bay Community Services, Inc.	343 Warren Street	63	69	6	91
12	Sunset Bay Community Services, Inc.	199 14th Street 2nd Floor	49	55	6	89
14	University Settlement Society of NY, Inc.	71 Lincoln Place	73	85	12	86
		Total	**935**	**1,084**	**149**	**86**

Note: See **Figure 4-2**.
Source: ACS, June 2017.

[4] See Table 6-1b of the *CEQR Technical Manual*.

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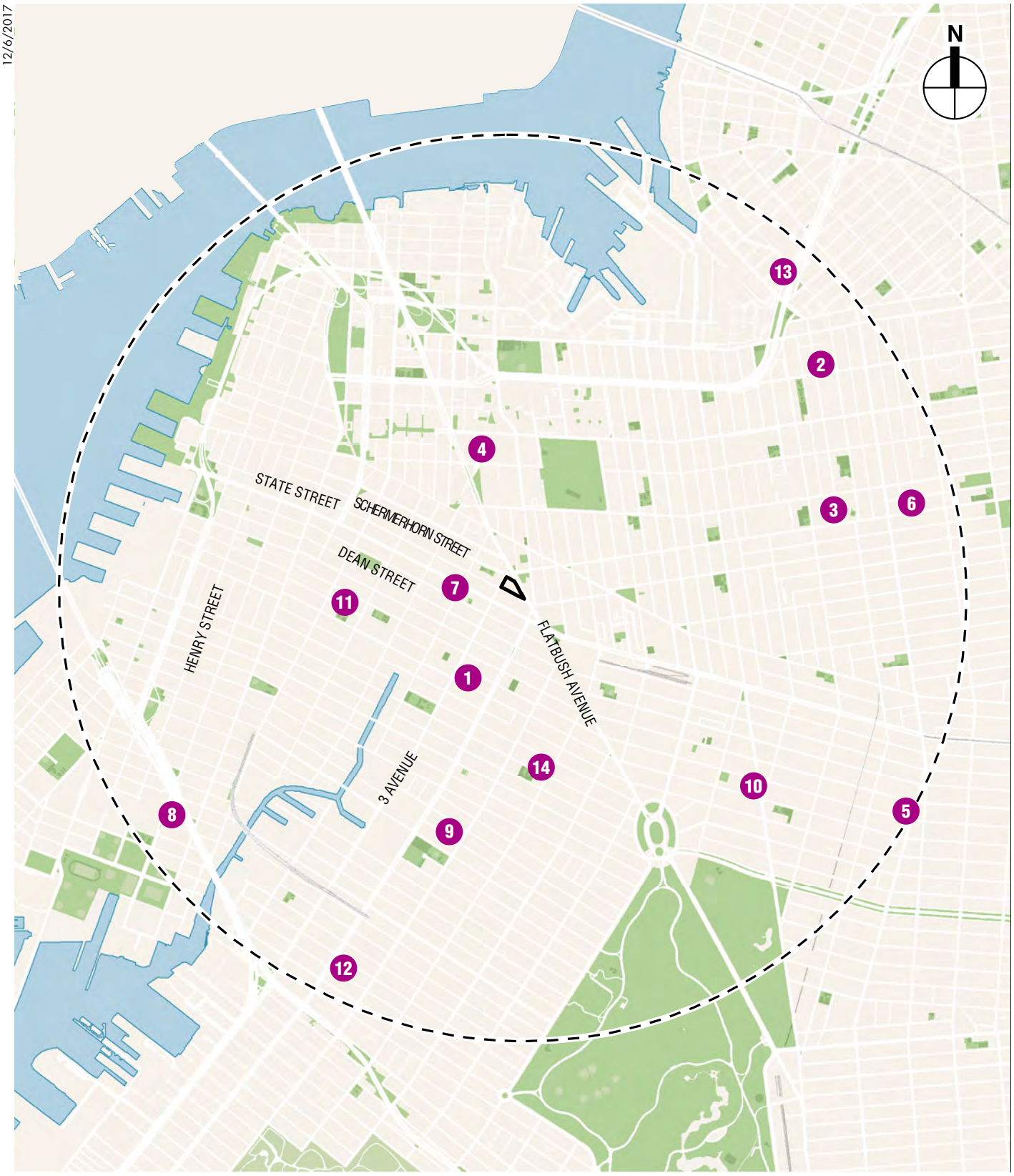


Project Site

Study Area (1.5-mile boundary)

1 Child Care Facility

0 0.5 MILES

ECF 80 FLATBUSH AVENUE

Child Care Facilities
Figure 4-2

FUTURE WITHOUT THE PROPOSED ACTIONS

Planned or proposed development projects—i.e., No Build projects—in the child care study area (1.5 miles from the project site) will introduce approximately 1,240 new affordable DUs by the proposed project's 2025 build year.[5] Based on CEQR generation rates for estimating the number of children eligible for publicly funded day care, this amount of development would introduce approximately 221 new children under age 6 who would be eligible for publicly funded child care programs.

Based on these assumptions, the number of available slots will decrease. As described above, there are currently 149 available slots and a utilization of 86 percent. When the estimated 221 children under age 6 introduced by planned development projects are added to this total, child care facilities in the study area will operate with a deficit of 72 slots (106.6 percent utilization).

FUTURE WITH THE PROPOSED ACTIONS

As detailed above, this analysis assumes up to 225 affordable DUs at or below 80 percent AMI. Based on *CEQR Technical Manual* child care multipliers, this development would result in approximately 40 children under age 6 who would be eligible for publicly funded child care programs.

With the addition of these children, child care facilities in the study area would operate at 110.3 percent utilization with a deficit of 112 slots (see **Table 4-6**). Total enrollment in the study area would increase to 1,196 children, compared to a capacity of 1,084 slots, which represents an increase in the utilization rate of 3.7 percentage points over the future without the proposed actions.

Table 4-6
With Action Condition:
Estimated Public Child Care Facility Enrollment, Capacity, and Utilization

	Enrollment	Capacity	Available Slots	Utilization Rate (Percent)	Change in Utilization (Percent)
No Action Condition	1,251	1,084	-167	115.4	N/A
With Action Condition	1,196	1,084	-112	110.3	3.7

Source: ACS, June 2017.

As noted above, the *CEQR Technical Manual* guidelines indicate that a demand for slots greater than the remaining capacity of child care facilities and an increase in demand of 5 percentage points of the study area capacity could result in a significant adverse impact. In the With Action condition, the utilization of child care facilities in the study area would increase to 110.3 percent, operating over capacity with a deficit of 112 slots. Although the overall utilization would increase to 110.3 percent, the increase in utilization rate attributable to the proposed project would be less than 5 percentage points (3.7 percentage points). Therefore, the proposed project would not meet both of the impact thresholds, and thus would not result in a significant adverse impact on child care facilities. ✷

[5] Some of the planned or proposed developments are known to contain affordable DUs; in such cases, the specific number of anticipated affordable DUs has been accounted for. For other proposed developments where information on affordable DUs is not available at this time, for the purposes of a conservative analysis, this estimate assumes that 20 percent of DUs in developments of 20 or more DUs would be occupied by low- or low/moderate-income households meeting the financial and social criteria for publicly funded child care.

Chapter 5: Open Space

A. INTRODUCTION

This chapter assesses the potential impacts of the proposed actions on open space resources, in accordance with the 2014 *City Environmental Quality Review (CEQR) Technical Manual*. Open space is defined by the *CEQR Technical Manual* as publicly accessible, publicly or privately owned land that operates or is available for leisure, play, or sport, or serves to protect or enhance the natural environment. According to the *CEQR Technical Manual*, an open space assessment should be conducted if a project would have a direct effect on open space, such as eliminating or altering a public open space, or an indirect effect, such as when new population overburdens the capacity of existing open spaces so that their service to the future population of the affected area would be substantially or noticeably diminished.

As discussed in Chapter 1, "Project Description," in the future with the proposed actions (the "With Action" condition), the project site would be redeveloped with a new mixed-use development, which would include a larger replacement facility for an existing high school, a new lower school, and new residential, office, retail, and cultural community facility space. The proposed project would result in a net increase of 1,288 residents and approximately 1,059 workers (non-residents) to the project area.

Increases in populations have the potential to diminish the capacity of open spaces in the area to serve the future populations. The proposed project would not eliminate or alter any existing public open space; however, the proposed project may have effects on nearby open space related to air quality, noise, and shadows that may affect the use of those spaces. Therefore, an assessment of the proposed project's potential to have direct and indirect effects on open space was performed.

PRINCIPAL CONCLUSIONS

The proposed actions would not result in significant adverse open space impacts. As described in the *CEQR Technical Manual*, open space can be indirectly affected by a proposed action if the project would add enough population, either residential or non-residential, to noticeably diminish the capacity of open space in the area to serve the future population. A detailed analysis was provided that considered the indirect effects of the population generated by the proposed action on open space resources. The analysis finds that the proposed actions would not result in significant adverse impacts on open space due to reduced total, active, and passive open space ratios.

An analysis of potential direct effects on open space was also prepared. Although incremental shadows from the proposed project could impact certain open spaces, potentially reducing their utility and potentially affecting the health of plantings and vegetation, the open spaces would continue to be available for use by residents and workers. Therefore, the shadow impacts would not constitute a direct significant adverse open space impact. No other direct open space effects would result from the proposed actions.

DIRECT EFFECTS

According to the *CEQR Technical Manual*, a proposed action may result in a significant adverse direct impact on open space resources if there would be direct displacement/alteration of existing open space within the study area that would have a significant adverse effect on existing users, or an imposition of noise, air pollutant emissions, odors, or shadows on public open space that may alter its usability. The proposed actions would not result in any direct air quality or noise effects to area open spaces.

As discussed in Chapter 6, "Shadows," the proposed actions would result in significant adverse impacts related to shadows on three open space resources: the Rockwell Place Bears Community Garden, the Brooklyn Academy of Music (BAM) South Plaza at 300 Ashland Place, and Temple Square. The analysis concludes that given the duration and extent of incremental shadow, the use and character of the Rockwell Place Bears Community Garden and the BAM South Plaza could be altered and the health of trees, flowers, and other plantings could be affected by new project-generated shadows. Although incremental shadows could potentially reduce the utility of the open spaces and potentially affect the health of plantings and vegetation within the open spaces, other open spaces with similar uses would continue to be available to residents and workers; therefore, given the relative size of this open space resource, the shadow impact would not constitute a direct significant adverse open space impact.

Substantial portions of Temple Square, a small triangular plaza that sits north-adjacent to the project site, would be partially or completely in project-generated shadow for long durations. While the paved plaza contains trees, it is primarily used as pedestrian circulation space. Future improvements may include limited seating and plantings; however, the nature and location of any future plantings are unknown at this time. The project-generated shadow could potentially threaten the survival of existing vegetation in Temple Square and would potentially result in a significant adverse shadow impact. Because other nearby plazas and open space resources with plantings and trees would continue to be available to the public, and given the relative size of this open space resource, the shadow impact would not constitute a direct significant adverse open space impact.

Measures to minimize and/or mitigate the shadow impacts are discussed in Chapter 19, "Mitigation." The proposed project is expected to provide private open space and/or recreational amenity space for residents and users of the commercial space, and although not accounted for in the quantitative analysis, this could offset some project-generated demand for area open spaces. In addition, several other existing and planned plazas, gardens, and parks with passive open space features are located within the study area and would continue to provide passive open space amenities for residents and workers.

In the future without the proposed actions (the "No Action" condition), approximately 6,379 sf of privately owned open space would be provided at the southeast corner of the project site. The open space would be provided in connection with the as-of-right development expected in the No Action condition. Because the on-site open space is not an existing open space and would only be provided absent the proposed project, its elimination would not be considered a direct effect of the proposed project. However, the decrease in the capacity it provides to area open space users is considered in the quantitative assessment of open space adequacy below.

INDIRECT EFFECTS

According to the *CEQR Technical Manual*, a proposed action may result in a significant indirect impact on open space resources if it would reduce the open space ratio and consequently result in the overburdening of existing facilities or further exacerbating a deficiency in open space.

As the proposed actions would introduce a net increase of an estimated 1,288 new residents and 1,059 new workers over the No Action condition, an open space analysis was conducted for a non-residential (¼-mile) study area and residential (½-mile) study area. The quantitative assessment finds that the proposed actions would increase the residential and worker populations in their respective study areas and place additional demand on open space resources; however, the increased demand would not result in significant adverse impacts.

B. METHODOLOGY

DIRECT EFFECTS

According to the *CEQR Technical Manual*, a proposed project would directly affect open space conditions by causing the loss of public open space, changing the use of an open space so that it no longer serves the same user population, limiting public access to an open space, or increasing noise or air pollutant emissions, odor, or shadows that would temporarily or permanently affect the usefulness of a public open space. A proposed action can also directly affect an open space by enhancing its design or increasing its accessibility to the public. As no existing publicly accessible open space resources would be physically displaced as a result of the proposed project, this chapter uses information from Chapter 6, "Shadows," Chapter 12, "Air Quality," Chapter 14, "Noise," and Chapter 16, "Construction," to determine whether the proposed project would directly affect any publicly accessible open space resources.

INDIRECT EFFECTS

As described in the *CEQR Technical Manual*, open space can be indirectly affected by a proposed action if a project would add enough population, either residential or non-residential, to noticeably diminish the capacity of open space in the area to serve the future population. The *CEQR Technical Manual* suggests that for areas of the City that have been identified as neither underserved or well-served by open space, an indirect effects analysis is necessary when a project would introduce 200 or more residents or 500 or more workers to an area. According to the *CEQR Technical Manual* the project site is not located in an area identified as either well-served or under-served by existing open space resources; therefore, the 200 resident and 500 worker thresholds were applied in this analysis.

The proposed actions are anticipated to introduce approximately 1,853 new residents and approximately 1,253 workers (i.e., school staff, office employees, community facility staff, retail workers, and workers associated with the residential development and parking facility) to the project site. The With Action condition represents an incremental 1,288 residents and 1,059 employees over the No Action condition. The student populations are not included in the quantitative analysis as their open space needs would be accommodated within the project site and students are anticipated to leave the study area after school hours.

Because the proposed project would generate more than 200 residents and 500 workers, an indirect effects analysis is warranted and is provided below.

STUDY AREA

The *CEQR Technical Manual* recommends establishing a study area as the first step in a detailed open space assessment. The study area is based on the distance that users are likely to walk to an open space. According to the *CEQR Technical Manual*, residents are assumed to walk approximately 20 minutes, or a ½-mile, to an open space and workers are anticipated to walk a ¼-mile. Because the proposed actions would introduce new residential and worker populations to the

area, the adequacy of open space resources was assessed for a ½-mile (residential) study area and a ¼-mile (worker) study area. These study areas were adjusted to include all census tracts with at least 50 percent of their area within the ½-mile or ¼-mile boundary. This adjustment to the study area allows analysis of the open spaces in the area as well as population data.

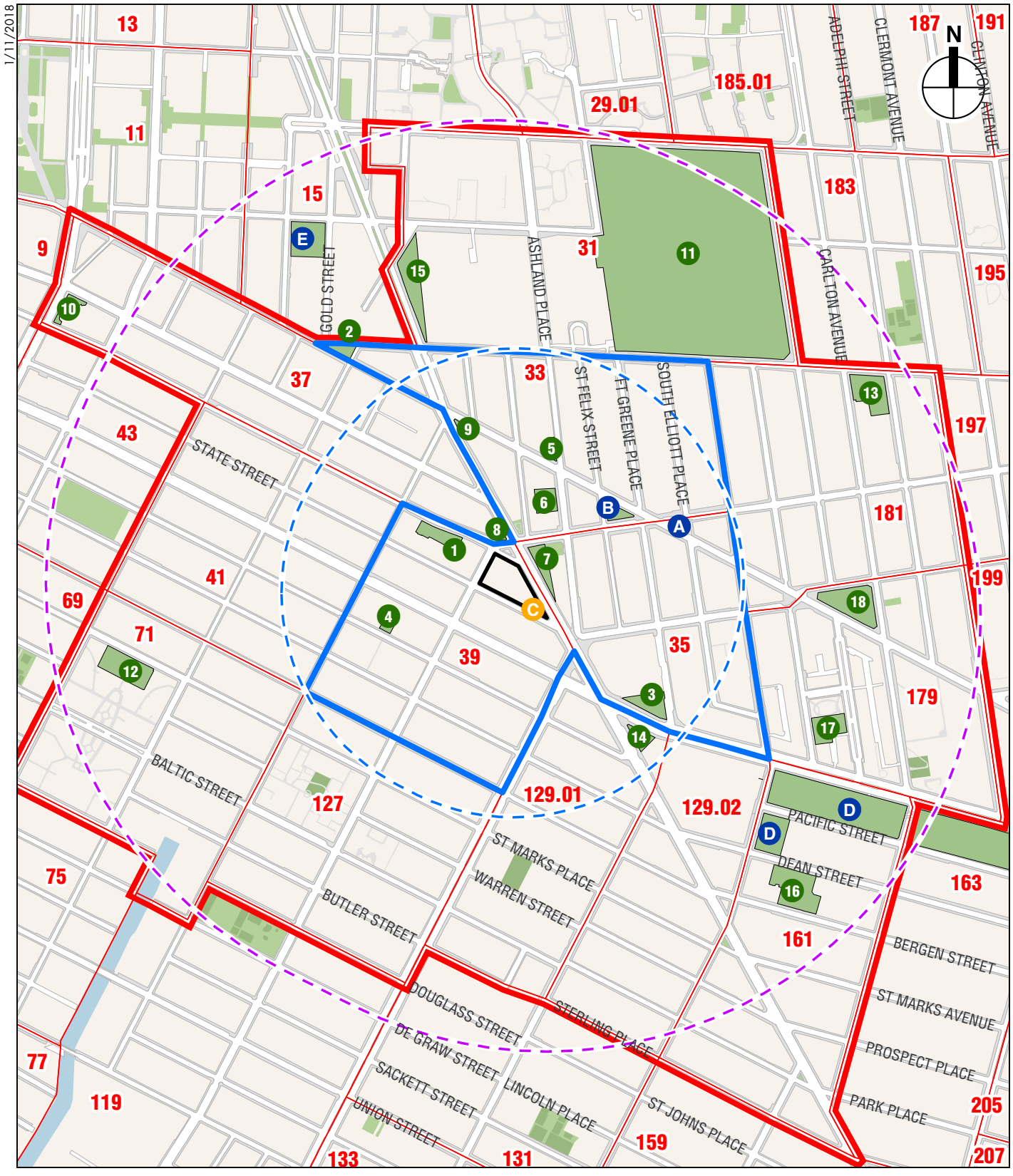
The ½-mile open space study area for this assessment contains 13 census tracts according to the 2010 U.S. Census: Census Tracts 31, 33, 35, 37, 39, 41, 71, 127, 129.01, 129.02, 161, 179, and 189 in Brooklyn, covering an area roughly bounded by Myrtle Avenue to the north, Clermont Avenue and Carlton Avenue to the east, Sterling Place to the south, and Hoyt Street and a small portion of Boerum Place to west (see **Figure 5-1**). These census tracts are mapped over portions of Brooklyn Community Districts (CD) 2, 6, and 8. The ¼-mile open space study area includes Census Tracts 33, 35, and 39 and is entirely within Brooklyn CD 2.

ANALYSIS FRAMEWORK

The *CEQR Technical Manual* methodology suggests conducting an initial quantitative assessment to determine whether more detailed analyses are appropriate, but also recognizes that for projects that introduce a large population in an area that is underserved by open space, it may be clear that a full, detailed analysis should be conducted. Because the proposed project would introduce sizeable new residential and non-residential populations to the study area, a preliminary analysis was not performed and a detailed analysis was conducted.

With an inventory of available open space resources and potential users, the adequacy of open space in the study areas can be assessed both quantitatively and qualitatively. The quantitative approach computes the ratio of open space acreage to the population in the study area and compares this ratio with certain guidelines. The qualitative assessment examines other factors that may affect conclusions about adequacy, including proximity to additional resources beyond the study area, the availability of private recreational facilities, and the demographic characteristics of the area's population. Specifically, the analysis in this chapter includes:

- Characteristics of the two open space user groups: residents and non-residents. To determine the number of residents in the study areas, 2015 American Community Survey (ACS) data have been compiled for census tracts comprising the non-residential and residential open space study areas. To determine the number of employees in the study area, Esri Business Analyst was used to compile the number of employees within the census tracts comprising the non-residential open space study area.
- An inventory of all publicly accessible passive and active recreational facilities in the non-residential and residential open space study areas.
- An assessment of the quantitative ratio of open space in the two study areas is conducted by computing the ratio of open space acreage to the population in each study area and comparing this open space ratio with certain guidelines. In New York City, local open space ratios vary widely, and the median ratio at the Citywide Community District level is 1.5 acres of open space per 1,000 residents. Typically, for the assessment of both direct and indirect effects, citywide local norms have been calculated for comparison and analysis. As a planning goal, a ratio of 2.5 acres per 1,000 residents represents an area well-served by open spaces, and is consequently used as an optimal benchmark for residential populations in large-scale proposals. Ideally, this would comprise 0.50 acres of passive space and 2.0 acres of active open space per 1,000 residents. For such large-scale projects (and for planning purposes), the City also seeks to attain its planning goal of a balance of 80 percent active open space and 20 percent passive open space. The City's planning goal is based, in part, on



ECF 80 FLATBUSH AVENUE

Open Space Study Area

Figure 5-1

National Recreation and Park Association guidelines of 1.25 to 2.5 acres per 1,000 residents of neighborhood parks within ½-mile, 5 to 8 acres per 1,000 residents of community parks within 1 to 2 miles, and 5 to 10 acres per 1,000 residents of regional parks within a 1-hour drive of urban areas. Studies have shown that non-residents, specifically workers, tend to use passive open space. The optimal ratio for worker populations is 0.15 acres of passive open space per 1,000 non-residents. The needs of workers and residential populations are also considered together in each study area because it is assumed that both will use the same passive open spaces.

- An evaluation of qualitative factors affecting open space use.
- A determination of the adequacy of open space in the non-residential and residential open space study areas in the existing conditions and No Action and With Action conditions.
- An assessment of expected changes in future levels of open space supply and demand in the 2025 Analysis Year, based on other planned development projects within the open space study area. To estimate the population expected in the study areas in the No Action condition, an average household size of 2.01, 2.19, and 2.37 persons was applied to the number of new housing DUs expected in the study area located within Brooklyn CDs 2, 6, and 8, respectively.[1] The worker population is estimated based on standard employment ratios. Retail uses are estimated to have 333 sf per employee; office uses, 250 sf per employee; community facility uses, 1,000 sf per employee; residential developments, 25 DUs per employee; parking facilities, 50 spaces per employee; and elementary and/or middle schools, 11 students per employee. Any new open space or recreational facilities that are anticipated to be operational by the analysis year are also accounted for. Open space ratios are calculated for No Action and With Action conditions and compared them to determine changes in future levels of adequacy.

IMPACT ASSESSMENT

Impacts are based in part on how a project would change the open space ratios in the study areas. According to the *CEQR Technical Manual*, an open space ratio decrease is generally considered to be significant, warranting a detailed analysis, if it would approach or exceed 5 percent. If a study area exhibits a low open space ratio, indicating a shortfall of open space, smaller decreases in that ratio as a result of the action may constitute significant adverse impacts. In addition to the quantitative factors cited above, the *CEQR Technical Manual* also recommends consideration of qualitative factors in assessing the potential for open space impacts. These include the availability of nearby destination resources, the beneficial effects of new open space resources provided by a project, and the comparison of projected open space ratios with established City guidelines. It is recognized that the open space ratios associated with the City guidelines are not feasible for many areas of the City, and they are not considered impact thresholds on their own. Rather, these are benchmarks that indicate how well an area is served by open space. When assessing the effects of a change in the open space ratio, the assessment should consider the balance of passive and active open space resources appropriate to support the affected population and the condition of existing open spaces within the study area. Determinations as to what constitutes a significant adverse open space impact are not based solely on the results of the quantitative assessment. Qualitative considerations such as the distribution of open space, whether an area is considered "well-served" or "underserved" by open

[1] Assumes 2.01 Persons per Household in Brooklyn CD 1 (2010 Decennial Census), 2.19 Persons per Household in Brooklyn CD 6 (2010 Decennial Census), and 2.37 Persons per Household in Brooklyn CD 8 (2010 Decennial Census).

space, the distance to regional parks, the connectivity of open space, and any additional open space provided by the project, should be considered in a determination of significance.

C. EXISTING CONDITIONS

STUDY AREA POPULATION

NON-RESIDENTIAL (¼-MILE) POPULATION STUDY AREA

Non-Residential Population

As shown in **Table 5-1**, based on 2015 Census data compiled by Esri Business Analyst as projections for 2016, the existing worker population for the non-residential study area is approximately 7,658 workers.

Table 5-1
¼-Mile Study Area Population

Census Tract	Residential Population[1]	Non-Residential (Worker) Population[2]	Total Population
33	3,157	1,881	5,038
35	1,550	3,527	5,077
39	2,455	2,250	4,705
Total	**7,162**	**7,658**	**14,820**

Sources:
[1] ACS 2011–2015 5-Year Estimates
[2] U.S. Census, Esri Business Analyst

Residential Population

As shown in **Table 5-1**, 2015 ACS 5-Year Estimates data indicates that the non-residential study area has a residential population of approximately 7,162 persons.

Total User Population

Within the non-residential study area, the total population (i.e., residents plus workers) is estimated at 14,820 (see **Table 5-1)**. As noted above, although this analysis conservatively assumes that the residents and employees are separate populations, it is likely that some of the residents live near their workplace or work from home. As a result, there is likely to be some double-counting of the daily user population in which residential and non-residential populations overlap, resulting in a more conservative analysis.

RESIDENTIAL (½-MILE) STUDY AREA

Residential Population

Based on 2011–2015 ACS data, the 13 census tracts that together compose the ½-mile study area have a total residential population of 38,892 (see **Table 5-2**).

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